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Cover — the Calvert seal, formerly the Great Seal of Maryland. At the top, fisherman and husbandman flank the Calvert coat of arms. The ancient Italian proverb, "fatti maschi, parole femine," translates as "Manly deeds, womanly words." At the bottom, the equestrian knight symbolizes the personal authority of the Lords Baltimore. This bronze seal, found in the old Treasury Building in Annapolis about 1884, was doubtless in use during the proprietorships of the two Charles, the third and the fifth Lords Baltimore. The Latin "Carolus," for Charles, may have been altered from "Cecilius," for Cecil, as the metal is worn in this area. The seal is probably the one sent to Maryland in 1648. Photo by Marion Warren; Maryland Hall of Records.

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Washington, D.C.

**ST. MARY'S CITY**

**A PLAN FOR THE PRESERVATION AND  
DEVELOPMENT OF MARYLAND'S FIRST CAPITAL**

St. Mary's City Commission  
St. Mary's City, Maryland  
with the assistance of the  
Maryland State Department of Planning

March 1970

St. Mary's City Commission  
St. Mary's City, Maryland

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## PREFACE

St. Mary's City was the first settlement of the Province of Maryland and the capital of the colony for 61 years, 1634 to 1695. Located in the southern part of the state, the site was - and still is - notable for its beautiful setting on the St. Mary's River.

From its inception, St. Mary's City was unique in the New World. It was here that religious toleration was first practiced and where separation of church and state was an established precept of government. These ideals, set forth by George and Cecil Calvert, were visionary for the world of the seventeenth century, when men were persecuted and denied civil rights for practicing any religion but that of the state.

The settlement reached the peak of its development in the 1680's. In the town, overlooking the river at Church Point, the new State House was built in 1676, and streets and lots were laid out. The Secretary's Office and council chambers, the jail, several inns, lawyers' lodgings, a printing establishment, and private homes were all located within the town. Close-by were the Roman Catholic Chapel, the mill, the Proprietor's house at St. John's, the Chancellor's great house at St. Peter's, and several smaller houses. The remainder of the 1,300 acres designated as Town-lands were taken up as freehold tracts.

After the colonial capital was moved to Annapolis in 1695, the town faded into a quiet rural community. By the time of the American Revolution probably only a few buildings were left standing. Fortunately, descendants of the Broome, Thomas, and Howard families, who have owned most of the land since the eighteenth century, kept alive the traditions of St. Mary's City and gave sound indications of where the foundations of historic buildings were located.

Interest in uncovering the first capital began with the Maryland Tercentennial celebration of 1934. Under state auspices, archaeological studies were made of the foundations of the 1676 State House. With this information and the original specifications for the building, it was possible to construct an essentially authentic replica nearby. Soon after, Dr. Henry Chandlee Forman began his studies of several of the structures and research into the history of the settlement. This work resulted in the book *Jamestown and St. Mary's; Buried Cities of Romance* in 1938 and other later publications.

An agency established to maintain the State House Replica became dormant, but a dedicated caretaker - with little financial support - kept the building open to visitors for over thirty years. Finally, in 1965, at the instigation of a group of Maryland legislators, the Governor appointed a study commission to consider what should be done at St. Mary's City. After a year's deliberation, this temporary commission under the chairmanship of State Senator Louise Gore recommended the establishment of a permanent agency. In 1966 the St. Mary's City Commission was authorized by the Maryland Legislature to "preserve, develop, and maintain ... historic St. Mary's City and its environs."

Through the years the importance of preserving St. Mary's City has been recognized by many. Here is the last major site of a seventeenth-century English settlement virtually undisturbed by



construction or erosion. It presents a rare opportunity for archaeological investigation of architecture and artifacts which are seldom described in documents. When combined with the study of the historical record, the increased knowledge makes possible a richer understanding of this early period in our country's development.

A new urgency for preserving this historic site - which has changed little since the seventeenth century - is now becoming apparent. Southern Maryland's agricultural economy is giving way to urban pressures. St. Mary's College of Maryland, located close-by, is expanding; the Patuxent Naval Air Test Center continues to grow and bring new families to the area; and the Washington metropolitan region even now is exerting pressures on the area. Preservation of the setting of St. Mary's City is necessary for the protection of historic foundations and buildings. It can also be the focus for conserving the natural environment of this area and its beautiful river which retain an atmosphere of a world three centuries past. In 1969, the Secretary of the Interior certified the St. Mary's City Historic District to be a National Historic Landmark, and cited its significance as the first capital of Maryland, as the first place where religious toleration was a policy of government, and as a major archaeological site from the seventeenth century.

To date the Commission has acquired or is currently purchasing about 200 of the 800 most critical acres of the historic Town-lands, with assistance from the Nature Conservancy and matching grants from the U.S. Department of Housing and Urban Development. In 1968, a grant to assist in preparation of a Master Plan for the preservation and development of St. Mary's City was also made by the Department of Housing and Urban Development. This document, describing the development of the Master Plan, is the final report of the planning consultant after extensive studies made with the assistance of the Commission.

The painstaking job of research into the cultural and material history of the settlement is well underway, and detailed archaeological research has begun. In order to make the best use of the opportunities for learning in environmental, archaeological, and historical studies, a consortium has been formed consisting of the Commission, St. Mary's College, and the Smithsonian Institution.



*St. Mary's City as it may have looked in the late 17th century. The 1676 State House is in the foreground near Church Point. Behind it lie the lots on Aldermanbury Street, indicated by hedgerows. The palisade may have been removed by this time.*

The Commission's aim is to develop an historic park to present the story of St. Mary's City in the richest and fullest way. The remains of historic buildings will be uncovered, the old streets will be reconstructed, and landscaping will help to restore the character of earlier years. Through special exhibits and films as well as examples of a few typical buildings and demonstrations of work activities, visitors will be shown how the early settlers lived.

Beyond this, it is hoped that St. Mary's City will have a significance for the present and coming centuries. By studying how Englishmen adapted their institutions and customs to the New World and how succeeding generations in turn accepted or changed the culture that resulted, perhaps we can learn more about the nature of change in our present society. By studying wherein this great experiment in religious tolerance succeeded at St. Mary's City and why it eventually failed, perhaps we can learn more about the mechanisms for achieving peace and tolerance in our time.

In a more practical way, conservation of the environment at St. Mary's City and development of the historical park can be the stimulus for a tourist and recreation economy in Southern Maryland, providing new jobs and, at the same time, conserving the beautiful tidewater lands.



*Looking east up Fisherman Creek.*



*View west across St. John's Pond.*



*Monument to Freedom  
of Conscience.*

## SUMMARY

- . An historic park is to be developed within the Town-lands to present the story of St. Mary's City. It will include preserved foundations of historic sites, construction of typical buildings, demonstrations of work activities, and, possibly, a few reconstructions - all set in an environment restored to the character of the seventeenth century.
- . A visitors' center is proposed for St. Mary's Hill, east of the Town-lands. This would be the main entrance to the historic park, and would contain an orientation building, museum, library, and visitor services. Parking areas would also be located here.
- . An amphitheater, located on the hillside below the visitors' center, is planned for dramatic productions, pageants, and special programs.
- . A location is reserved on St. Mary's Hill, overlooking the river and the historic settlement area, for a shrine to commemorate the ideals of peace and tolerance upon which the colony was founded.
- . To encourage year-round attendance at St. Mary's City, a conference center and motor lodge are proposed north of the visitors' center. These facilities need not be developed by the Commission.
- . The plan suggests that St. Mary's College gradually develop a new center for its campus north of Wild Street, thus separating it from the large numbers of visitors expected at historic sites.
- . Lands generally unsuitable for building, because of streams, steep ravines, or poorly-drained soils, are recommended for conservation and recreation areas. At Fisherman Creek, the Soil Conservation Service proposes a dam and a lake of about 60 acres for flood-control.
- . Route 5 will be relocated around St. Mary's City to remove through traffic from the historic area and the college campus. Route 5 will follow Park Hall Road easterly and Route 235 south to a new alignment below Broom Creek, and would then proceed southwesterly to its old alignment near St. Inigoes Creek.
- . The circulation plan proposes to separate traffic to the historic project, to St. Mary's College, and for local residents. Visitor traffic would enter from Route 235 over Mattapany Street; college traffic would use Route 5 from the north; and local traffic would use Route 5 from the north or east.
- . Historic District Zoning is recommended for the St. Mary's City area. Maryland law permits consideration of architectural and historical factors and approval of all building and demolition permits in an Historic District.
- . Scenic easements are recommended to preserve the natural environment along the western shore of the river and Horseshoe Bay, both visible from the historic park.
- . The development of tourism and recreation may be St. Mary's County's greatest economic potential because of natural assets and proximity to urban areas.



## OVERVIEW OF THE PROJECT

From the outset, it became clear to the Commission that there was no precedent for the program to be undertaken at St. Mary's City. Careful consideration would be required each step of the way. Even the mandate given the Commission, to "preserve, develop, and maintain ... historic St. Mary's City and its environs" required examination. How is St. Mary's City to be preserved? How should it be developed?

To begin answering these questions, it is important to know what St. Mary's City looked like in the seventeenth century and to appreciate its condition now. Leonard Calvert visited and considered other locations before selecting this one for the first settlement of the Maryland colony. As the site of a former Indian village, it had cleared fields ready for planting. Church Point provided excellent vantage up river and six miles down to the Potomac, and the river was deep enough near the bluff to provide a safe harbor for ships. Inland was a fertile, well-drained plain forty feet above the river. It is not known how much land was clear, but it was certainly forested to the north along Fisherman's Creek, east up St. Mary's Hill, and on the south sloping down toward St. Inigoes Creek. Across the river, the forest swept over the western ridges. Many early adventurers commented on the beautiful forests of the area. Father Andrew White, writing in 1634, said, "Fine groves of trees appear, not choked with briars or bushes and undergrowth, but growing at intervals as if planted by the hand of man so that you can drive a four-horse carriage wherever you choose ...".

The original settlement consisted of temporary houses inside a palisade. Although Cecil Calvert had given instructions for a more urban town to be laid out at the start, it was not until the 1660's that the town began to develop seriously near Church Point. The buildings were small in size and small in scale. Arranged in an open informal plan, in no way did the town resemble the later solidly-built, regularly-planned towns of the eighteenth century. The Chapel, the mill, and a few houses were situated close to the eastern end of the town. Several of the freehold houses were nearby including those of the Proprietor and the Chancellor.

Today, the same general character of the landscape is present. One can still look out from St. Mary's Hill, over the town site, up and down the blue river, and across to wooded ridges. The trees are not so tall, and the plain is in fields, but there are still comparatively few signs of development. At the town site there is Trinity Church built in 1829, a few houses, a post office, and part of the campus of St. Mary's College of Maryland. Houses are lightly scattered over the plain and two of these may date back to the seventeenth century. Two houses built on West St. Mary's Manor (both probably early eighteenth century) still stand across the river from St. Mary's City.

Foundations of historic buildings lie buried in the ground. Although the archaeological work is yielding rich finds in artifacts, it appears now that there will be sufficient information about construction and design to rebuild only a few structures.

With an understanding of conditions at St. Mary's City, it is possible to review some of the policy issues and challenges facing the Commission.



*Model of St. Mary's City as it may have looked in the 1680's Aldermanbury Street runs parallel to the river's edge. The cluster of buildings at the right includes the Secretary's Office and Council Chambers, the Country House (an inn), and several houses. The palisade may have been removed by this time.*

## **Preservation and Development**

### *What will be the extent of preservation?*

Preservation has been defined by the Commission as that work necessary to establish the *character* of the historic settlement for the understanding of those who come to see it. This means protection of the natural setting of St. Mary's City as well as the preservation of individual sites.

### *What is to be developed?*

Development is the provision of facilities necessary for visitors and for operation of the historic park. Buildings will be necessary for an orientation program and exhibits, for the museum, and a library. Restaurants and other services for visitors will be required.

### *How is the natural character of the site to be protected?*

In the prime historic area around Church Point and at other historic sites, the state must acquire the land. The Commission's policy will be to purchase land by voluntary sale; condemnation powers will be resorted to only if historic or scenic values are threatened with serious injury. For areas of critical scenic value but not needed for the historic park, the Commission would prefer the use of scenic easements. The owner would have the use of his property and transfer rights, but the Commission would purchase the rights to further development. To protect the larger environment, historic district zoning is desirable. This would permit normal use of properties, but prevent unplanned speculative enterprises and noncompatible development. Provisions of a historic district zone would be essentially similar to the comprehensive plan, zoning recommendations, and utility plans already proposed for the area to encourage wise use of the land.

## Presentation of St. Mary's City

### *Who will be the visitors to the project?*

St. Mary's City is intended to appeal to a wide range of visitors interested in the historic and recreational aspects of the project. The project is to be educational in nature and interesting programs also will be prepared for school children. Information should be available for those seeking greater depth in the historic presentations and for scholars. An economic analysis prepared by Hammer, Greene, Siler Associates as part of the planning program stresses that all aspects of the project must be done well in order to continue attracting visitors to St. Mary's City.

### *What is the aim of the presentation?*

The aim is to foster the richest possible understanding of events at St. Mary's City and their significance. The totality of the approach, covering the cultural and physical environment, events that occurred, and the character of every day life, is intended to provide the basis for the visitor to identify in an imaginative way with this story of St. Mary's City.

### *How will St. Mary's City be presented?*

A variety of techniques may be used to present each aspect of the story in the most suitable way. New methods of presentation will undoubtedly be developed as the work progresses. The foundations of historic buildings, uncovered and protected from the elements, will be accompanied by special exhibits enabling the visitor to see how the building may have looked, the purpose it served, and the individuals associated with it. It may be desirable, if available evidence permits, to reconstruct some historic buildings. Construction of typical seventeenth-century buildings to demonstrate particular aspects of life at St. Mary's City will be considered. Demonstration of work activities important to the community - especially printing, brickmaking, farming, and fishing - are possible. Other aspects of the civic and cultural life in this colonial capital can be presented through films, special exhibits, guides, and possibly by dramatic programs.

In the early years of the project, visitors will see work in progress. With explanations of archaeological excavations, of the search through



*Archaeologists at work  
on the Hicks House site.  
Photo courtesy of  
J. Glenn Little.*



written records, and how the evidence is pieced together, it is hoped to interest visitors in the work itself and make them want to come back more than once.

The central theme in presenting the story of St. Mary's City is the ideal of religious toleration for which this settlement is noted. The effects of this ideal on everyday life, on political affairs, and on community activities should be shown in the most appropriate ways. The Commission plans to build a shrine to commemorate the spirit of toleration at St. Mary's City. The design of the shrine has not yet been decided upon, but a site has been selected.

## Historic Research

### *What will be the extent of the research program?*

To gather enough information about St. Mary's City for basic, authentic preservation and presentation is an extensive research program which will require many years. The time span covered by the research program must go back far enough to cover the English antecedents of the settlers and the Indian habitation of the area. It should also cover events at St. Mary's City after 1695, and ultimately may reach to the twentieth century to show the effects of 300 years of community development. The necessary archaeological excavations make this broad time coverage unavoidable. Every shovel of earth is a potential source of information about the area, from the time of its first human occupation, but the information is destroyed in the very process of recovery. The Commission acknowledges its responsibility to retrieve and preserve all the information uncovered.

### *What will be done with information gathered by the research program?*

A library and museum will be established to house the information for use by interested persons and scholars. As a center of research, this project can stimulate other related efforts in fields of history, humanities, and science. The consortium formed with St. Mary's College and the Smithsonian Institution to bring the best talents to the project and to develop training programs is only the first. Ultimately, these efforts can bring new economic benefits and opportunities to the area.

### *Why is such extensive historic research necessary?*

Without detailed studies of the population and institutions of the St. Mary's City area and of the way these influenced and were influenced by the physical and cultural environment, it would be difficult to understand the meaning of the artifacts and structures found in the ground and the information collected about specific individuals. The historic park aims at providing its visitors with the fullest possible exposure to the earlier cultures that have helped produce the conditions and life of today.

## Community Relationships

### *Is this to be a living community?*

Because most of the buildings at the historic town site probably cannot be reconstructed, this will not be a living community. The town is expected to

be more like a park with historic foundations exposed and special exhibits. In the area surrounding the town site, the decision to permit residential uses, including houses for the Commission staff and College personnel, will be worked out. Beyond the Town-land boundaries a new residential community could be developed to serve a wide range of housing needs to meet the growth of southern St. Mary's County.

*What will be the relationship of St. Mary's City to the area?*

The historic park, by its very nature, is to serve visitors from all over the state and nation. Although the main orientation is not to the local community, this plan includes recommendations to foster stable conditions in the surrounding area. It is expected that the historic project and St. Mary's College will provide a focus for educational and cultural activities as well as for new employment opportunities.

*What will be the relationship between St. Mary's College and the historic project?*

Existing college buildings in the historic town must obviously be accommodated. Because of the size of school buildings and the level of activity involved, normal campus life is to a degree out of harmony with the character of the old town. New college construction can be directed north of Mill Creek where there is ample room for expansion. Then, when existing buildings south of Mill Creek become obsolete and their investment has been amortized, they can be selectively replaced in more favorable locations. College lands between Mill Creek and Fisherman Creek are still an important part of the historic area, however, and it will be imperative that all of these facilities be made as harmonious in scale and character as possible.

The more important relationship between the College and St. Mary's City will be in cooperative educational and cultural programs.

## The Economic Base

*What are the sources of funds for this project?*

The State of Maryland will be asked to provide funds to meet administrative and maintenance costs. It is hoped that income from rentals and leases, fees, and the sales of literature and craft products will eventually largely defray operating costs. Federal assistance in the form of matching funds will be sought for land acquisition and eligible historic preservation. The State will be asked to provide funds for land acquisition and capital improvements; the County government may be requested to assist in purchasing land, especially when it could serve local recreational needs. Assistance will be needed from private individuals, foundations, and institutions to help finance research, educational programs, construction, and land acquisition.

*What effect is this project expected to have on regional development?*

The economic analysis points out that development of tourism and recreation may be St. Mary's County's greatest economic potential, because of natural assets and proximity to the Washington and Baltimore metropolitan areas. Visitors bring new money into the region and their need for goods and services creates additional jobs.

The historic project can contribute direct economic benefits, but its greater value may be in stimulating awareness of the potential in recreation

facilities, historic sites, and conservation areas for Southern Maryland. An additional benefit to a region that does have an attractive environment is that it then becomes a choice location for desirable light industries.

*How many visitors can be expected to come to St. Mary's City?*

The economic consultants, Hammer, Greene, Siler Associates, estimate that 250,000 visitors a year could be expected to come to St. Mary's City if a minimum program were in effect. The minimum program should include:

- (1) a visitors' center with an orientation program and exhibits, an information service, and adequate parking and visitor conveniences;
- (2) a firm development program underway and visible;
- (3) a minimal level of tourist facilities available in the general area;
- (4) a promotion program well established.

Beyond this, an annual growth in attendance of eight per cent might be achieved if the project is continually improved, if new tourist facilities are added, and if additional recreation facilities are provided in the county. Ten years after the minimum project is established the attendance could reach 540,000 visitors a year; in another five years it could go to 790,000 visitors.

*What is the direct contribution to the economy these visitors might make?*

In the early years of the project it is estimated that most visitors would spend one day or less in the St. Mary's City area. At 1969 prices, a visitor could be expected to spend, conservatively, from \$3.05 to \$4.85 depending on how long he stays. This means 250,000 visitors might spend \$1.2 millions; 790,000 visitors might spend \$3.8 millions.

However, the most important contribution to the local economy is in the addition of permanent new jobs, which visitor expenditures for food, services, and recreational activities would support.

*What additional development could improve the economic impact of this project?*

In order to substantially increase the number of jobs and the contribution to the economy, it will be necessary to provide facilities to encourage visitors to stay at St. Mary's City more than one day. The economic consultant has suggested the following facilities, although they need not be developed by the Commission itself:

(1) a motor lodge. About 100 rooms with swimming pool and related recreational facilities could be constructed initially.

(2) a conference center related to the motor lodge. Conferences could be held in off-season periods to assure economic operation of lodgings. Additional recreation facilities, such as riding stables and golf course, are desirable for conference visitors.

(3) additional recreation facilities. Marinas, riding stables, golfing, and camping grounds could encourage vacations at St. Mary's City, rather than one-day trips.

(4) cultural programs. Music festivals, dramatic productions, pageants, and seminars - all related to the historic project - would be desirable complementary activities.

The preservation of St. Mary's City can be justified on its own merits, but the additional facilities recommended here for their economic benefits can also add to the enjoyment of a visit to St. Mary's City.



## HISTORICAL BACKGROUND

George Calvert, first Lord Baltimore, envisioned a colony in the New World where men might practice their religious beliefs without persecution. He requested a Charter from King Charles I for the lands north of Virginia for his colony.

The Charter for the Province of Maryland (named in honor of Queen Henrietta Maria) was granted to George's son Cecil, second Lord Baltimore, in 1632. Both Cecil and his brother Leonard shared their late father's views on toleration, which represented very liberal thinking for that time. Cecil made careful plans for the expedition to Maryland but remained in England to defend his Charter against political attack. Leonard was appointed to lead the settlers and serve as first Governor of the Province.

The ship *Ark* and the pinnace *Dove* set sail in November 1633 with about 200 persons on board (double the number of the first settlers at Jamestown or Plymouth). The voyage was planned, by way of a southern Atlantic crossing, to bring the settlers to their destination in time for spring planting. The vessels sailed up the Potomac River and landed at St. Clement's Island in March 1634. From there, Leonard Calvert proceeded upstream to obtain permission from the Piscataway Indian chieftain to settle in the area and to establish the friendly relationship with the Indians that prevailed for many years. Captain Henry Fleet, a Virginia trader, guided Calvert to a Yaocomico Indian village on the St. Mary's River. In the words of settler Jerome Hawley, it was "a very commodious situation for a Towne." The Indians were happy to sell their land in exchange for axes, hoes, and other tools, because they were about to abandon the site, for fear of attacks from other Indians.

The settlement was named St. Maries in honor of the Virgin Mary. Tradition has it that Leonard Calvert stood under a large mulberry tree on Church Point and read the instructions from his brother to the settlers. A fort was to be constructed without delay and military service was required for all men. Plenty of corn was to be planted for the food supply, lest too much attention be given the cash tobacco crop. Private ownership of property was reaffirmed. Calvert urged the Catholic leaders to prevent dissension with Protestants, for in Maryland political and legal rights were not to be affected by religious beliefs.

It should be noted that while St. Mary's City was the first settlement in Maryland under the Calverts, one William Claiborne, a trader from the Virginia colony, had established a post on the Susquehanna River in 1628 and then in 1631 had started a larger settlement on Kent Island. At first Claiborne refused to acknowledge the Calvert charter and caused considerable strife, but eventually these settlers became Marylanders.

A palisade of earth and wood, called St. Mary's fort, was constructed within a half mile of the river. The first dwellings were located within this fort and were probably simple thatched-roof structures. Because land was granted on favorable terms and there was peace with the nearby Indians, the settlers quickly took up lands at some distance from the town.

In the first few years, Lord Baltimore granted 100 acres of land for each able-bodied man or woman transported to the colony. On the



Augustin Hermann's 1673 map of Virginia and Maryland. Plantations dot the shores of the St. George's River (now St. Mary's River).

Town-lands at St. Mary's, he granted an additional ten acres to the first adventurers for each person they transported, evidently to encourage a concentration of settlement. Within the first decade, eleven Town-land freeholds had been surveyed, and six of them are known to have had houses built on them. St. Mary's Chapel was finished in 1638 near the fort and a mill was constructed, but a town did not materialize. The availability of land and the many waterways that afforded private landings tended to disperse the population and discouraged the concentration of settlement into towns. In fact, Lord Baltimore's instructions "...to cause streetes to be market out and houses to be placed neere adjoyning one to another ..." seemingly went unheeded. It was not until the 1660's that development really began at the town site near Church Point. In 1662 the Country House, an inn, was sold to the Province to serve as the first State House. In 1666 the Secretary's office and Council Chamber, which served as the second State House, was built north of the first site.

Governor Charles Calvert, third Lord Baltimore, made a new effort to encourage town development by granting city charters to St. Mary's in 1668 and 1671. These charters authorized a mayor, board of aldermen, and common council with powers to hold court and make bylaws. They also prescribed a one-square-mile city area, but its limits may never have been defined.

During the 1670's one-acre lots were sold on Aldermanbury and Middle Streets and houses were built on some of these lots. The jail near the mouth of Mill Creek and the State House near Church Point were constructed in 1676. (The map of Historic Sites shows locations of the early streets and buildings.)



The colony underwent steady expansion and economic growth. Toleration was enforced and Catholics and Protestants served in office together. In 1649 during England's Civil War, Virginia repressed the rights of Puritans, and Maryland became a haven for Virginia Puritans. In 1654 the Puritans gained control of Maryland's provincial government for four years, thus interrupting toleration as a principle of government.

As early as 1674, as colonization increased in the northern reaches of Chesapeake Bay, forces were at work to move the provincial capital. In 1683, only five years after completion of the new State House at St. Mary's City, the Assembly decided to meet in Anne Arundel County, and Charles Calvert agreed to hold courts and assemblies there permanently if the proper buildings were erected. These were not provided, however, and the capital remained at St. Mary's City.

The overturn of the proprietary government in 1689 by a group hostile to the Calverts signaled the end of St. Mary's City as the seat of government. The English Crown suspended the governing rights of Lord Baltimore and appointed royal governors, who also established the Church of England in Maryland. In 1695 the capital was moved to Annapolis, a more central location and politically more acceptable.

A critical experiment in human government had come to an end. While Europeans had warred with each other over differing religious practices, in Maryland Catholics and Protestants had sat together to make joint decisions. In 1689, Roman Catholics lost religious, political, and legal rights which they did not regain until the Revolution of 1776. Removal of the county seat to Leonardtown in 1708 was another blow to St. Mary's City. From then on it faded into a quiet farming community. The end of toleration must have made a large impact on the community, and removing government offices must have had a great economic effect. It is thought that by the time of the Revolutionary War many of the town buildings had started to disappear; perhaps some were dismantled while others simply decayed. As a result of the bicentenary celebration of the founding of Maryland in 1834, St. Mary's Female Seminary was established in 1839. For the tercentenary in 1934, it was decided to reconstruct the State House of 1676 according to the original specifications verified by archaeological investigations. The college and the State House Replica provide the main activities of the area today.

This is a brief review of the City's history. An extensive research program into detailed aspects of life at St. Mary's City is just beginning.



*The Assembly Room in the Reconstructed State House. The portrait above the fireplace is that of Cecil Calvert, Second Lord Baltimore. Photo by M. E. Warren.*



## HISTORIC RESEARCH FOR THE PLAN

Before a Master Plan for the preservation and development of St. Mary's City could proceed, it was necessary to have detailed information about the seventeenth-century town. The location, size, and use of historic buildings had to be at least tentatively established. The Commission's historian, Dr. Lois Green Carr, and archaeologist, J. Glenn Little, provided the information for this chapter so that historic sites could be located and related to other elements of the plan.

### The Town-Lands and Tracts

Cecil Calvert's orders of 1636, encouraging settlement on the Town-lands, offered ten acres of land for each settler imported by the first adventurers and five acres to later arrivals. Those who took up Town-lands on these terms were mostly leaders of the colony, who were entitled to sizeable tracts. This resulted in the large freeholds within the Town-lands.

Surveyors of the seventeenth and eighteenth century did not allow for the continuing movement of the magnetic north pole. Consequently, when landmarks were forgotten or destroyed, even the most careful resurvey would change the location of property lines. Crude instruments, unskilled surveyors, and careless measurers compounded the problem. Over the years, as land changed hands and was divided, the original tracts and Town-land boundaries became obscure.

The tract boundaries are an important aid in verifying the locations of historic sites. A particular example is the property line between the Governor's Field and the Chapel Land. Verification of this line can simplify identification of historic sites on either side. Dr. Carr has made intensive studies of the boundaries, taking into account the magnetic variation from true north at the date of each property survey.

The boundaries of the 1,500-acre Town-lands are formed mostly by water courses: on the north, the further bank of St. John's Creek (now Fisherman Creek); St. George's River (now St. Mary's River) on the west; St. Inigoes Creek on the south; and Hill Creek (now Broom Creek) on the east. Between the upper reaches of Broom Creek and Fisherman Creek, the boundary follows the limits of three freehold tracts: St. Peter's, St. Barbara's, and St. John's. Within these boundaries, about 210 to 220 acres were never designated or granted as Town-land.

Tract	Area (Acres)
Land of Saint Peter's and Saint Mary's Hill	134 1/4
The Chapel Land	37 1/2
Governor's field	62 1/4
Squire's Purchase	19 1/2
<b>Total of patent Land as Mr. Marshall says it is</b>	<b>240 1/4</b>

Notes from the Jesse Locke plat. Prepared in 1787 to settle a boundary dispute, it is the first detailed map of properties.



## TOWN-LAND TRACTS 1639-1787

- 1 St. John's Freehold, 1639-1640
- 2 St. Barbara's Freehold, 1640
- 3 St. Peter's Freehold, 1664, 1721
- 4 St. Mary's Hill Freehold, 1639, 1721
- 5 Cross Town Land 1654, patent vacated 1721
- 6 Lewis's Neck, 1640
- 7 Clarke's Freehold, 1640
- 8 St. Andrew's, ca. 1640, 1681; Clocker's Fancy, 1744
- 9 Fishing Creek Neck, 1676-1677
- 10 St. Peter's Key, 1640; Van Swearingen's Point, 1667
- 11 The Bill, 1757; part of St. Andrew's, 1681
- 12 St. Inigoes Neck, 1639; part of Chancellor's Point, 1705
- 13 Vacant until 1705; part of Chancellor's Point, 1705
- 14 Green's Freehold, 1639; part of Chancellor's Point, 1705
- 15 Sister's Freehold, 1639; one section part of Chancellor's Point, 1705
- 16 Chancellor's Point, 1705
- 17 The White House, 1639; part of Town-land Enlarged, 1757
- 18 The Chapel Land, 1639, 1764, 1787
- 19 The Governor's Field, 1640, 1787
- 20 The Intack, 1677; part of the Neglect, 1637; Williams' Addition, 1748; Town-Land Enlarged, 1757
- 21 The Neglect, 1736; part of Town land Enlarged, 1757
- 22 Williams' Addition, 1748; part of Town-land Enlarged, 1757
- 23 Town-land Enlarged, 1757

*Plat prepared by Surveyor Jesse Locke in 1787. The "Church" indicated near Church Point is the State House of 1676; the S probably denotes the site of the 1676 jail; "George Hicks dwelling house" is St. Barbara's. The "Road" is Mattapany Street and the L marks St. Mary's Road. Note the wide mouths of Mill Creek and Chancellor Creek (now Fisherman Creek).*







## Historic Sites

The history of St. Mary's City is pieced together from maps, correspondence, the provincial records, and a few other manuscripts. Father Andrew White's *Relatio Itinerio in Marylandiam* of April 1634, Calvert papers at the Maryland Historical Society, and two narratives published in 1634 and 1635 are the best sources of information about the voyage to Maryland and the settlement of St. Mary's City. Fire has destroyed some records, but it is still possible that heretofore unknown documents concerning St. Mary's City may be found.

"There are not above Thirty houses and those at considerable distances from each other, and the buildings as in all other parts of the Provynce, very meane and Little, and generally after the manner of the meanest farme houses in England." So Governor Charles Calvert described his capital of Maryland in 1678. Additional dwellings were built in the period from 1678 to 1695 and numerous lots were laid out.

Two outlying houses that may be seventeenth-century houses are still standing - Clocker's Fancy, tentatively dated 1658, and the Leigh House, possibly built by 1690. The foundations of several other buildings have been identified by historic records and have been partially investigated by archaeological work. Some sites can be generally located, but their foundations have not yet been discovered. A printing establishment, known to have been built between 1683 and 1693, still defies location. On the other hand, preliminary archaeological work has located two foundations that have not yet been identified.

The map of Historic Sites shows all sites known by documentation.

1        Mulberry Tree. Under this tree, legend states, Leonard Calvert signed a treaty of friendship with the Indians and later read the instructions of his brother Cecil, the second Lord Baltimore, to the adventurers of 1634. A monument to Leonard Calvert now marks the site.

2        State House. Since quarters in the second State House were cramped, the third State House was built in 1676. Following the move of the seat of government to Annapolis in 1695, the building served as the St. Mary's County Courthouse until 1708, when the county offices were transferred to Leonardtown. In 1720 it was deeded to the Anglicans and served for over 100 years as a church. About 1829, the edifice was torn down to provide bricks for the present Trinity Church.

3        Lawyer's Lodging. Thomas Dent, a lawyer and alderman, had a one-acre lot on Aldermanbury Street surveyed in 1672, and by 1673 a house was standing on that land.

4        Unidentified Foundation. It appears to lie on Governor Charles Calvert's Aldermanbury Street lot.

5        Unidentified Foundation.



6 Early Fort. This fort site was discovered by infra-red aerial photography in 1969. Whether it is the palisade described by Leonard Calvert or an earlier Indian fort will be determined by archaeology and historical research.

7 Traditional Site of St. Mary's Fort. According to historian James Walter Thomas, traces of a fort here were still visible in the late 1890's.

8 John Morecroft's House. Morecroft, a lawyer and recorder for St. Mary's City, was given "a lifetime interest" in this house built by William Smith, who died in 1667.

9 Garret Van Swearingen's Ordinary. William Smith built this dwelling on three leased acres. Van Swearingen purchased the lease and kept an inn there until 1677 when, "... a sudden fire happened in the night... and Consumed the same to Ashes." Van Swearingen offered to rebuild the house in brick, in return for an extension of the lease, which was granted.

10 Two Tenements. Begun by William Smith, they were incomplete at his death in 1667. In 1672 the connected houses were described as two "messuages," or tenements, occupied by lawyers Robert Carville and Robert Ridgely.

11 Priest's Land. Father Francis Pennington, head of the Jesuit mission in the St. Mary's City area, sold six acres of land, improved with outbuildings and orchards, to William Digges in 1686.

12 Houses on Lots 43 and 44. Father Pennington built a "twenty-foot house" on Lot 43 and then sold the improved property to Councillor William Digges in 1685. Digges built a "twenty-foot house" on Lot 44, and then bought the property from Pennington.

13 The Country House. Hannah Lee kept an inn, or ordinary, in this frame house. In 1662, the establishment was sold to the Province and conveniently served as both ordinary and Maryland's first State House until 1666. The building was used solely as an inn for some years thereafter.

14 Cordea's Hope. Mark Cordea, a shoemaker, merchant, and St. Mary's City alderman, built a house on this lot before it was surveyed in 1675.

15 Clocker's Choice. A house stood on this lot when Daniel Clocker had the land surveyed in 1675. The lot's exact location is not known but it was on the north side of Middle Street.

16 Secretary's Office, Council Chamber, and Second State House. In 1664, William Smith was ordered to construct a building to house the colony's records. In 1666, it was expanded to make room for courts and the Assembly, and the structure served as Maryland's second State House until 1678. It stood behind the Country House, possibly on the same lot.

17 Trinity Church. A Chapel of Ease belonging to William and Mary Parish (created 1693) was located in St. Mary's in 1704 and perhaps earlier. After the 1676 State House was deeded to the parish in 1720, Anglican services were held there. The present Trinity Church was built with bricks from the State House about 1829. Twelve distinctive stones in the church's cemetery mark the cross-shaped foundation of the 1676 State House.

18 Jail. Captain John Quigley, for the sum of 330,000 pounds of tobacco, contracted to build both State House and jail. The brick jail was completed in 1676. Jesse Locke's plat of 1787 notes a place "where an old prison once stood."

19 St. John's. This was a building of good size, for the Maryland Assembly, the Provincial Court and the Council often met here. It was at St. John's that Margaret Brent petitioned the Assembly for voting rights. Standing in 1638, St. John's was the home of John Lewger, Secretary of Maryland, until about 1648. Governor Charles Calvert, later third Lord Baltimore, lived here during the 1660's.

20 Springs. At least three of the springs of the seventeenth century still flow - St. Peter's, St. John's and the Town Spring. Documents of

1639 mention St. Peter's Spring, and Kearney's map of 1824 locates a Town Spring. Jesse Locke's plat of 1787 pinpoints the now-dry St. Barbara's Spring.

21 Hicks House. This recently excavated house was owned by Captain John Hicks, who had emigrated to St. Mary's by 1728.

22 Philip West's House. When St. John's Freehold was surveyed in 1639-1640, the point of beginning was in a valley below the house "now in the tennure of Phillip West, carpenter."



23 St. Barbara's. John Hicks dwelt here in 1749, when he wrote his will. Fire destroyed the original building early in the nineteenth century, but it is believed to have been rebuilt in similar style.

24 Mrs. Troughton's House. When Mary Troughton received St. Barbara's Freehold in 1640, a house already stood. Future research may reveal that it was located on the site of the later St. Barbara's house.

25 Town Mill and Dam. Remains of a dam on Mill Creek indicate a former mill nearby. Shortly after the 1634 landing, Thomas Cornwaleys built a mill to grind corn, probably fronting the present Mill Creek. Writing to Cecil Calvert in 1638, Cornwaleys talks of moving the mill "... because of the ignorance of a fooleish milwright whoe set it vpon A Streame that will not fill soe much in six weeks as will grinde six bushells of Corne ...". Records also note a mill being built in 1693 at about this location.

26 Baker's Choice. John Baker, keeper of an inn, built a house near the mill dam between 1675 and 1677 on a lot called Baker's Choice.

27 St. Mary's Chapel. In early years, Catholic and Protestant shared this house of worship, which stood in 1638. Regular services probably ended in 1692 with the re-establishment of the Church of England and the extension of many penal laws against Catholics. The chapel was permanently closed in 1704 and was later dismantled. The bricks are believed to have been used for a Catholic chapel and prient's house - no longer extant - at nearby St. Inigoes.

28 St. Peter's. A brick house, standing in 1640, was probably built for Jerome Hawley or Thomas Cornwaleys, adventurers of the 1634 landing. A mansion on the St. Peter's tract - perhaps the same house - was the home of: Chancellor Philip Calvert, circa 1664 until his death in 1682; Governor Lionel Copley, 1692-1693; and possibly Governor Francis Nicholson (designer of Annapolis and Williamsburg), in 1694. Gunpowder stored in St. Peter's blew up the mansion in 1694 or 1695.

29 The White House. Margaret Brent's brother, Giles, had this house built soon after the Brents emigrated to St. Mary's and in 1642 he sold it to repay debts. Giles was a member of the Provincial Council during much of his stay in Maryland and was, briefly, temporary governor. He and his sister moved to Westmoreland County, Virginia, in 1650. A smith's forge, standing in 1639, was located in this area.



*Reconstructed State House of 1676.*



*Trinity Church.*

30 Sisters' Freehold. Margaret Brent, sister Mary, and brothers Giles and Fulke arrived in St. Mary's in 1638. A house built for the spinsters is known to have stood in 1639. Margaret shrewdly managed her business affairs, and Governor Leonard Calvert considered her the most able person to be executor of his estate. In 1647, she succeeded Calvert as attorney for his brother Cecil, the Lord Proprietor.

31 Governor Greene's House. The only reference found to this house indicates that the dwelling was standing in 1639 and was then owned by Thomas Greene. Greene may have resided in the house when he was second Provincial Governor from 1647 to 1649.

32 Rose Croft. An earlier dwelling, destroyed by fire, predates the present Victorian structure. The first house, an eight-room building, was standing in 1759 when it was occupied by William Deacon, the King's custom collector.

33 Clocker's Fancy. As an indentured servant to Thomas Cornwaleys, Daniel Clocker came to St. Mary's in 1636 and became a substantial property owner. The house stands on land owned by Clocker in 1658, but oddly enough, does not lie within the Clocker's Fancy tract, some 1,000 feet to the southwest. The original part of the house may date from the middle or late seventeenth century, and is probably the oldest existing home in St. Mary's City.

34 Leigh House. This may be the second oldest existing house in St. Mary's City. Court proceedings of 1719 and 1721 show that a house was built somewhere in this area for Mrs. Elizabeth Baker between 1688 and 1697.

35 St. Mary's Hill Freehold. A Jesuit priest received this freehold in 1639, and presumably the house then standing there had been built for him. Later, the house became an inn. It burned well before 1693, for in that year a tree was growing in its foundation.

A Pope's Freehold. Nathaniel Pope first patented this tract, just north of the Town-land boundary. He may have built a house on it before he moved to Virginia in about 1650. Pope's daughter Ann, probably born at St. Mary's, married John Washington, great grandfather of President George Washington. Thomas Hatton, Secretary of Maryland from 1649-1655, had his dwelling house on Pope's Freehold before he was killed at the Battle of the Severn in 1655.

Lots not proved to have had houses. Various seventeenth-century surveys tentatively define their size, shape, and location. Other lots had houses and are described on preceding pages.

B Lot of Cheseldyne and Slye. Brothers-in-law Kenelm Cheseldyne, a lawyer, and Gerard Slye, a merchant, purchased this lot in 1679, but may not have built upon it.

C Lot of Thomas Notley. Notley was a St. Mary's City alderman and acting Governor of Maryland, 1676-1678. The lot was surveyed in 1672, and there was no house upon it in 1678, when he offered it to the Assembly for its members' use.

D Philip Calvert's lot. An uncle of Governor Charles Calvert, Philip was Chancellor of the Province and Mayor of St. Mary's City. His Aldermanbury Street lot was surveyed in 1672, but whether he built a house, as required, is unknown.

E William Calvert's lot. Son of Leonard Calvert, the first governor, William became principal Secretary of the Province and a city alderman. His lot, adjacent to Philip Calvert's was also surveyed in 1672, but again, whether he built a house is uncertain.

F Garret Van Swearingen's lot. Alderman Van Swearingen had an Aldermanbury Street lot surveyed in 1672, but the required building of a house remains conjectural.

G Triple Contract. In 1679, because several lawyers needed chambers in the city, they were granted an acre of land on Middle Street. Whether the chambers were built is uncertain.

H Jamaica. Nicholas Painter, a clerk to the Secretary and Provincial Court, 1678-1682, was granted a lot on Middle Street in 1678. Whether Painter built a house is not known.

Streets. All ways were unpaved, crooked, and narrow. Lot boundaries and aerial photographs suggest their course. Other meandering paths provided impromptu access ways.

a North Street. Named in surveys of 1679 this way separated the Lawyer's Lodging lot and the riverside lot of Cheseldyne and Slye.

b Aldermanbury Street. The mayor and four alderman bought five of the seven one-acre lots fronting the street. A survey of 1672 first mentions the name.



c Middle Street. Appropriately, this way bisected the old town, and perhaps the name implies that another parallel street to the east existed or was to be laid out. Surveys made between 1675 and 1678 first record the name. The portion near The Country House was called the "high Way to the Secretaryes Office" in 1666.

d Road. In 1676, Cordea's Hope was surveyed from a stake by the "road from the Old Mill Dam to the Old Country House."

e St. Mary's Road. A probable continuation of Aldermanbury Street, the road connected the town with St. Inigoes and points south. Depositions of 1721 mention a road in this area, and Jesse Locke's 1787 plat located but does not name the way.

f Mattapany Street. Named for an Indian tribe that lived on the shores of the Patuxent River, the path existed before the settlers' coming. It may have linked the Yaocomico Indian village at the site of St. Mary's with a Mattapany Indian village on the Patuxent. The name initially appears in surveys of 1640, and is pronounced Mat.a.pan.i.

g Wild Street. Cecil Calvert's home in London backed on Wild Street, and by 1665 the name may have been transferred to a St. Mary's City lane that ran near St. John's, Charles Calvert's home.



*Leigh House today.*

*Clocker's Fancy. The center portion between the two chimneys is probably 17th century construction. The dormers, screened porch, and wings are later additions. Photo by Michael O. Bourne.*



*A view of St. Barbara's painted from a lost photograph by the Very Reverend Stephan Tushak in the 1930's. Photo courtesy of Charles E. Fenwick.*





## Archaeology

In the study and presentation of St. Mary's City, archaeology will play a major role. As the site of an important seventeenth-century English settlement, St. Mary's provides a rare opportunity for extensive systematic archaeological investigation that can uncover structures and artifacts - the stuff of daily life - rarely documented in the written record. Almost all information for reconstruction, for example, will need to come from evidence buried in the ground.

To develop this plan, aerial photography in color and black-white was used to locate sites not indicated by the written record. (Infra-red film is also used because it shows most clearly areas of disturbed earth and the effects of underground conditions on the surface plant life.) With careful examination by the archaeologist, potential sites for excavation can be determined. The most exciting find so far at St. Mary's City, through this method, is a fort site with its four bastions clearly exposed on the film. Excavation will be necessary to date the fort and determine whether it is the long-sought palisade built by Leonard Calvert or an earlier Indian stockade. The map shows potential sites indicated by the aerial photography.

A number of sites have always been generally located by local tradition, and several have been found by field investigation. Before St. Mary's College began construction of dormitories in 1969, extensive digging resulted in uncovering of the Hicks House foundation, tentatively dated ca. 1720-1724. The aerial survey, combined with mapping based on the historical record, has made possible the tentative location of streets and building sites in the town and has suggested the general pattern of development in the rest of the Town-lands. This is sufficient for developing the Master Plan. However, this work is just the beginning of the research which must identify each find and bring to light the details which will make St. Mary's City come alive to the visitor.



*The north hearth of the Hicks House. Excavations in 1969 uncovered this 26' by 40' frame dwelling with brick end walls. Photo courtesy of J. Glenn Little.*



## PRESENT LAND USE

THE PREPARATION OF THIS REPORT WAS FINANCIALLY AIDED THROUGH A FEDERAL GRANT FROM THE DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT, UNDER THE URBAN PLANNING ASSISTANCE PROGRAM AUTHORIZED BY SECTION 704 OF THE HOUSING ACT OF 1949 AS AMENDED





## ST. MARY'S CITY TODAY

The town site of St. Mary's City is now marked by a small center of activity. Visitors come to the State House Replica; parishioners and visitors come to Trinity Church and its historic graveyard. The west campus of St. Mary's College, dating back to 1839, is located here, too. Except for a small post office, the church's rectory and parish house, and a few private houses, the rest of the area is in open fields. Within the larger boundary of the Town-lands are scattered houses and farms and the newer north campus of the College.

### The Study Area

In order to plan for the historic project in relationship to its surrounding environment, a larger study area was defined. This area extends several hundred feet beyond Route 5 and Park Hall Road on the north and Route 235 on the east. St. Inigoes Creek and Church Cove form the southern limits, and the St. Mary's River is the western boundary. Thus the main highway approaches to St. Mary's City and adjacent lands were also subject to intensive study. Lands across the water from the historic area were investigated although they were not mapped, and relationships to larger regional forces were examined.

An understanding of the natural characteristics of the land is desirable to protect the town site in its historic setting. Of equal importance is a knowledge of the potential for use and development of open land in and near St. Mary's City, which could have a profound impact on the historic area. The town site at St. Mary's City was chosen, first by Indians and then by Leonard Calvert, for its fertile, well-drained soils elevated above the river enough to eliminate flooding. The area surrounding the Town-land plain is not in the same category, however. Many small streams penetrate the interior in steep wooded ravines poorly suited for buildings or road construction. The higher lands between the streams have poorly-drained soils. The southern end of the Town-lands, which is almost flat, also has poorly-drained soil, making it undesirable for construction. The Soils Analysis map shows these conditions.

### Present Activity

Examination of the present uses of lands, the extent of development, and the kinds of activity taking place give important indications of what is happening in an area. St. Mary's City may appear to have changed very little over the years. In fact, development has been taking place at a rapid rate since World War II, and if no counter measures are taken the historic area and water-front lands could change drastically.

The Land Use map was prepared in 1968 on the basis of aerial photography and field survey. At the same time, detailed investigations of population, housing, and circulation were undertaken. The largest amounts of land are in forest. Much of this wooded area is in stream valleys, but a great deal is also cover for land not well-suited to agriculture or residential development.

Agriculture is the next largest category. The vigor of agricultural activity is an indicator of future conditions, since farm lands are usually the most suitable for development. In the study area there is almost no vacant land, but a substantial amount of farm land is in soil bank. The future of farming in St. Mary's, except as a secondary occupation, looks doubtful. Individual farms are too small to be profitable, farm labor is scarce, and farmers are reaching retirement age without younger men to take their place. In an area that was recently agricultural, eight full-time farmers remain. Soybean and grains, which need a minimum amount of hand labor, are the prevalent crops. Tobacco farming has ended within the study area.

As farming is declining, residential construction is increasing. Expansion of the Patuxent Naval Air Test Center and the Lexington Park business center six miles north east of St. Mary's City has provided new employment opportunities and brought in many new families. More convenient access to the Washington metropolitan area also makes St. Mary's County desirable for summer retreats and retirement homes. St. Mary's City is an attractive area and it is beginning to show the results of this increased activity. The eastern shore of the St. Mary's River, north of Fisherman Creek, is almost entirely committed to residential development. The St. Inigoes waterfront is also dominated by residential use and subdivided land for future building. At the Park Hall community and just off Route 235, where land is comparatively inexpensive and highway access is good, there has been a substantial amount of residential development. West St. Mary's across the river has been protected by large estates and farms and to some degree by less favorable accessibility.

The population of St. Mary's City may have reached 300 at the peak of its development. Now, about 230 people live within the Town-land boundaries, and more than half live along St. Inigoes Creek. Where there was once a community center near Church Point, now only two families remain. Of the 1,150 persons in the entire study area, more than 600 live near Park Hall or Route 235.

Of 307 heads of households surveyed in the study area in 1968, 23 per cent were on active military duty, 18 per cent were employed in a professional or managerial capacity, 30 per cent were in the skilled labor force, and 18 per cent were retired. Less than three per cent gave their primary occupation as farmers or fishermen. Only 37 of these heads of households worked locally, including those employed at St. Mary's College. St. Mary's City is no longer a rural community.

The condition of housing units is generally very good, probably because of the shortage of units in the region and the newness of many houses. Of 272 houses, only 14 were categorized as poor, and half of these could reasonably be brought up to satisfactory condition. Approximately 100 houses in fair condition are older buildings requiring modernization and some maintenance. The larger problem is about 70 trailers and small apartment units, indicative of a need for low-cost rental units. Many of these are occupied by service families.

For almost all business and commercial services, it is necessary to travel to Lexington Park. Only one general store, two restaurants, and a gas station are located in the study area - along Route 235 and at the Park Hall intersection.

At the time the land-use survey was made, the main historic attractions at St. Mary's City were the State House Replica and Trinity Church. Even so, 20,000 visitors came each year. This year, after some

publicity, improvement of the Father Andrew White Memorial, and excavation of the Hicks House site, indications are that the number of visitors may reach 25,000.

### St. Mary's College of Maryland

To commemorate Maryland's Bicentennial in 1834, St. Mary's Female Seminary was established. The school opened in one building located near Trinity Church. In 1927 it became St. Mary's Seminary Junior College, the first two-year college in the state system. The present name was adopted in 1964, in recognition of the college's expansion to a four-year curriculum. In June of 1971 the first bachelor's degrees will be awarded in the arts and



*View over St. Mary's College campus. In the foreground is the gymnasium under construction. The west campus lies beyond the highway. Pagan Point forms a backdrop for the St. Mary's River.*



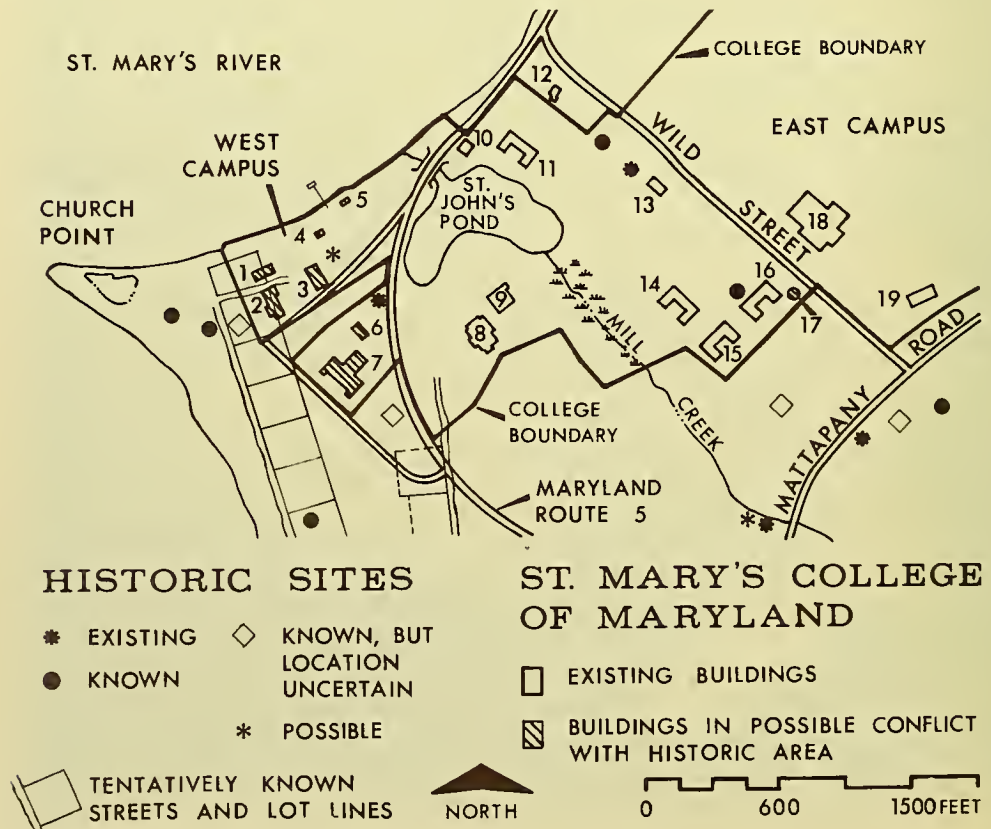
sciences. There has been a steady growth in the quality of the educational program at St. Mary's College to make it one of the more interesting small schools on the Eastern Coast. Further development of studies in ecology, archaeology, and history - in conjunction with the St. Mary's City project and the Smithsonian Institution - will increase its reputation.

The present enrollment of 600 students is expected to reach 800 by 1972, when the four-year program is fully established, and the faculty and staff will expand to 180. Even though the college has traditionally drawn a large proportion of its students from southern and eastern sections of Maryland, less than twenty per cent are commuter students.

The college began with Calvert Hall, which was rebuilt after a fire in 1924. St. Mary's Hall (1906) and three newer structures are also located in the historic town area, but fortunately it appears that this construction did not affect any major historic sites. The student union, completed in 1968, and the new library are situated further from the town site. Four dormitories and the infirmary form a residential complex north of Mill Creek.

Although a master plan has not yet been developed for St. Mary's College, land has been purchased for future expansion. On the north side of Wild Street, the college has acquired 110 acres of land, where a new gymnasium has just been completed and playing fields have been laid out. Another tract of 100 acres has been obtained on Route 5 north of Fisherman Creek, and is now being used for recreational activities.

There should be many opportunities for St. Mary's College and the Commission to work together. Joint educational and cultural programs, especially in history, environmental sciences, music, and drama, can enrich both.



## Utilities

Because so much of the land surrounding St. Mary's City has poor drainage characteristics, the prospects for future use becomes dependent on the possibility of a public sewer system. The St. Mary's County Metropolitan Commission was established in 1968 to regulate sewage disposal and water supply. Its present plans for a sewer system include a trunk line on the east side of Route 235 south to Mattapany Street, which will also be able to service nearby development west of Route 235. Fairly large service units would have to be designed, however, because pumping facilities will be required west of the highway. It is anticipated that St. Mary's College and major facilities of the Commission would be serviced by a line along Fisherman Creek. Most of the remaining lands west of Route 235 are divided into such small service areas by stream valleys as to make service by public means economically unfeasible. As a result, these areas will have to remain in low-density development for the foreseeable future.

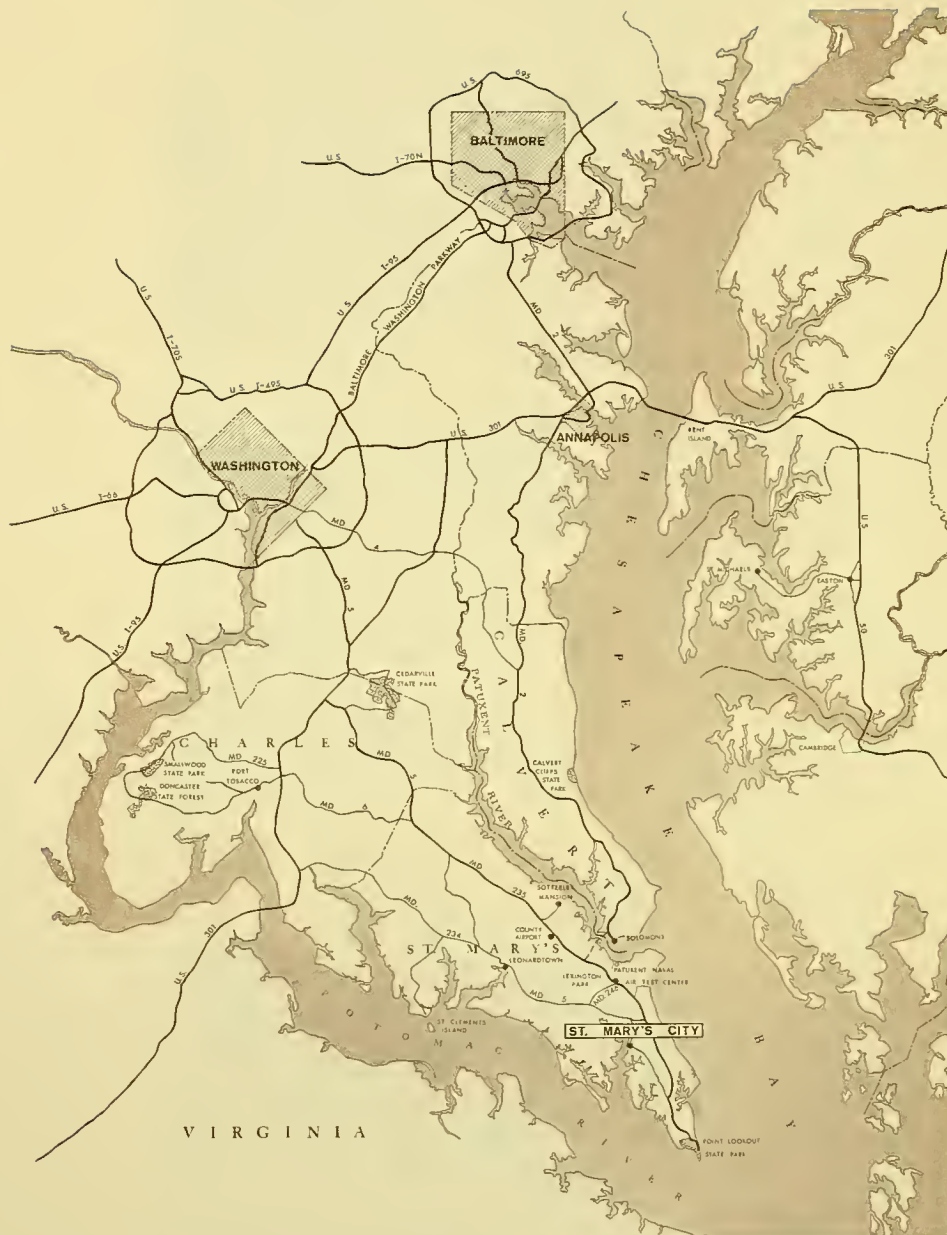
Water supply is now provided by private wells and so far the ground water supply has been good. The Metropolitan Commission also plans to run water mains parallel to Route 235. The major difficulty in the water supply system is the need for stand pipes at 230 foot elevation to maintain water pressure, and these will be readily visible on the skyline.

The study area is well served by power and telephone. A 69 kilo-volt transmission line passes through wooded areas to a substation on Route 235. If this land is to be used more intensively, the presence of high-voltage overhead lines becomes a problem. Of more acute concern is the presence of overhead lines for local electric and telephone service throughout the historic area. As work progresses to restore the seventeenth-century character of the landscape, these lines must be placed underground.

## Circulation

Travel to St. Mary's City from Washington (70 miles) and Baltimore (100 miles) is good and continuing improvements to the highway system can make the trip more convenient and attractive in the future. A day's visit to St. Mary's City from metropolitan areas is a pleasant trip, and connections to Annapolis and Virginia's historic attractions are also good enough so that visitors could consider a side trip to St. Mary's City. Long-range proposals for a lower Potomac bridge and a lower Chesapeake Bay crossing would greatly improve accessibility for vacation travelers.

The primary road network serving Southern Maryland is shown on the Regional Map. The most direct route to St. Mary's City from the north is over Route 5 and Route 235. In the southern portion of the county Route 235 is the main access highway, while Route 5 services local communities on the Potomac side of the county. Although Route 5 provides good local access to St. Mary's City, it cuts through the college campus and the historic town site. The traffic volume on this section of the highway is comparatively low, but its design encourages high-speed travel. Plans to provide an alternate route for this section of the road have been under study for the past few years.



## REGIONAL MAP

THE PREPARATION OF THIS MAP WAS FINANCIALLY AIDED THROUGH A FEDERAL GRANT FROM THE DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT, UNDER THE URBAN PLANNING ASSISTANCE PROGRAM AUTHORIZED BY SECTION 701 OF THE HOUSING ACT OF 1954 AS AMENDED.





## Regional Considerations

Plans already developed for the county indicate an intensively developed area surrounding Lexington Park and the Patuxent Naval Air Test Center, reaching almost to the northern limits of the St. Mary's City study area. On the eastern side of Route 235, where public utilities are to be installed and where land conditions are more uniform, residential development on half-acre lots may be permitted. West of Route 235, the irregular topography limits the extension of public facilities, and the poor soil conditions make it likely that only scattered residential construction can occur.

A new zoning ordinance for the county is now being studied in preparation for enactment. The utmost care will be needed, even with regulations, to protect highway approaches to historic sites and to other recreational attractions in the county. Although commercial enterprises along highways often appear to be attractive sources of tax revenue and employment, unless they are carefully controlled, the congestion to traffic arteries and the loss of scenic values can far outweigh their benefits. The use of commercial service areas with separate service roads has been successfully used on Route 301 in Queen Anne's County to permit safe access from a major highway and to eliminate undesirable advertising signs. Where commercial development is to serve local needs, it can also benefit from well-planned areas having safe access.

The protection of scenic values is more than an aesthetic concern. In the three counties of Southern Maryland - Charles, St. Mary's and Calvert - the U.S. Conservation Service classifies nearly one-third of the land as having little economic value except for recreation and open-space use. This fact, combined with difficult economic conditions for agriculture, indicates that the greatest potential source of economic expansion for the area may well be in development of tourist and recreation facilities.

Local, state, and national agencies are already at work to protect and develop the natural assets of Southern Maryland. The St. Mary's River Watershed has completed plans for conservation and flood control in the upper river, and is now developing proposals for the lower estuary. The Tri-County Council is promoting the natural and historic assets of Southern Maryland. Maryland's Historic Preservation Plan, now underway, is expected to knit the region's many historic sites into a viable asset. Recently, the U.S. Department of the Interior's Bureau of Outdoor Recreation released its comprehensive plan for the Potomac River Basin. Important sites for conservation and recreation in Southern Maryland are recommended for protection, including the historic Cherryfields tract and St. Inigoes Neck, both just down river from St. Mary's City. Other recent proposals and studies indicate a growing awareness of the need to preserve natural assets.

## Summary

Basic physical conditions overlaid by man-made features determine the direction of plans for the future. This is especially true at St. Mary's City where conservation of the natural environment and preservation of historic sites are primary goals.

The plain which forms the heart of the historic Town-lands and areas bordering the St. Mary's River are unusually beautiful lands, and for the most part have fertile, well-drained soils. These very assets make them prime

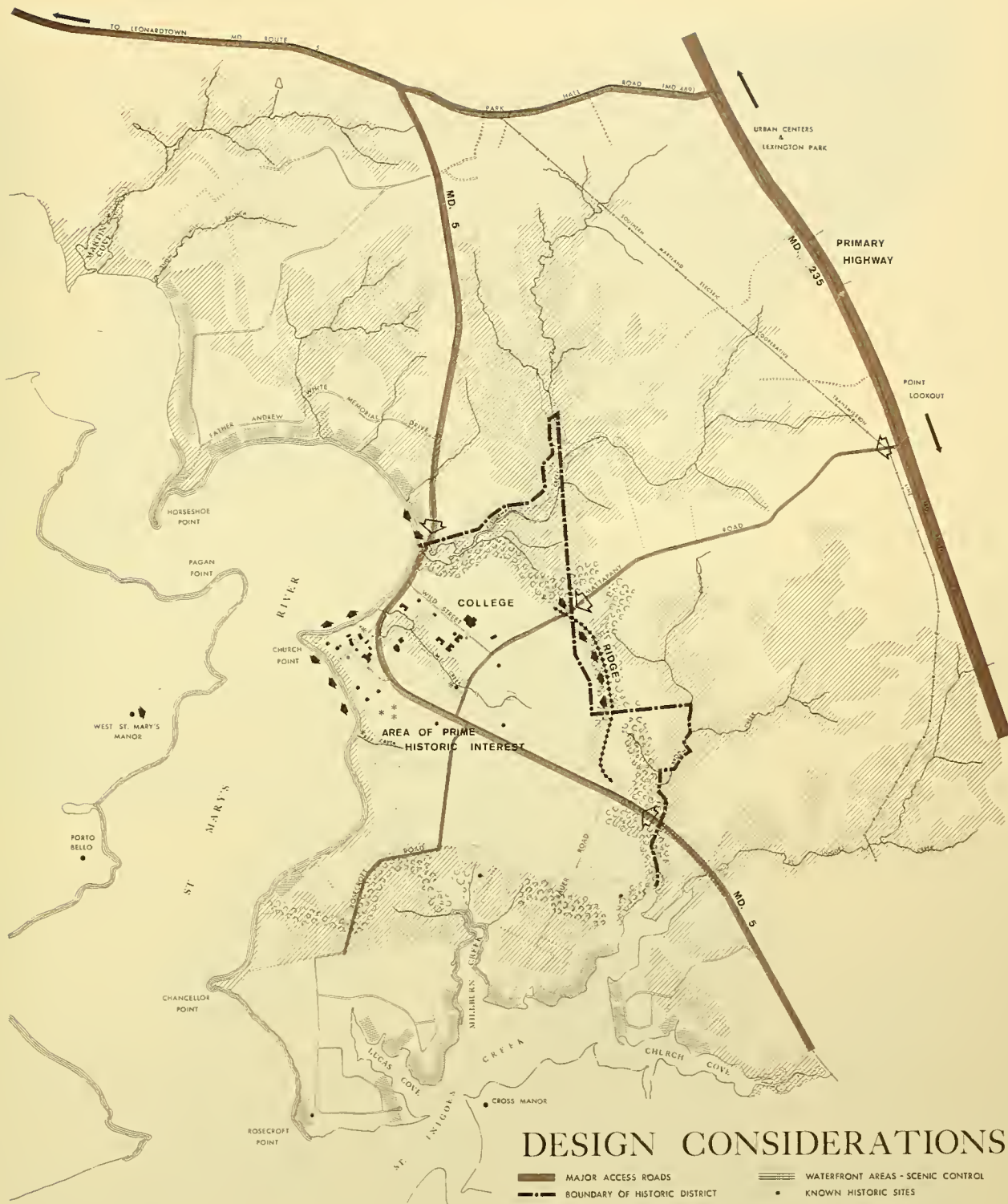
targets for new development. Areas surrounding the historic lands are significantly different, however. Many streams penetrate the interior in steep, wooded ravines. Any construction near these streams needs careful planning to avoid problems of erosion and water pollution. Remaining areas are generally of poor soil conditions, making them suitable for only the most limited uses, although proposals for public utilities east of Route 235 to Mattapan Street raise the possibility of more extensive use of nearby lands. For large portions of the study area, the wisest use of land may be for permanent conservation, watershed, and recreation.

The concern for future use of the land is brought about by new development pressures caused by increasing activity in the region. More development has taken place in the St. Mary's City study area in the last twenty-five years than in all of the period since the capital was removed in 1695. Fortunately, most of this modern development has taken place at some distance from the historic town site, but an urgent need to protect the historic area is present.

The Design Considerations map is a graphic presentation of some of the more significant factors influencing preparation of the future development plan. In addition to the factors discussed above, it shows the area of prime historic interest which includes the old town and important sites nearby. This area is naturally defined by Mill Creek, Key Creek, and the St. Mary's River. Portions of the west campus of St. Mary's College overlay the historic town site. It appears clear that future expansion of the college should be to the north where land is available and conflicts with historic sites and tourist activity can be avoided.

Main access to the historic park should be from Three Notch Road (Route 235), the primary route to Washington, Baltimore and other urban centers. Entrance from the east could also take the most advantage of the ridge line which overlooks the historic Town-lands. Access to the project from Route 5 should be avoided since it would bring visitor traffic through the College area where visitor facilities and parking could not be provided. Route 5 bisects the historic town site and the college campus causing hazards to pedestrian traffic which must be resolved.

The plain on which the historic town and nearby freeholds are located is well-defined by St. Mary's Hill on the east and wooded areas on the north and south. These natural boundaries form an excellent buffer area to protect the environment of the historic park. The St. Mary's River opens up the western boundary of the historic area upstream and down and across to the western shores, indicating a need for controls on the waterfront to protect the larger environment.

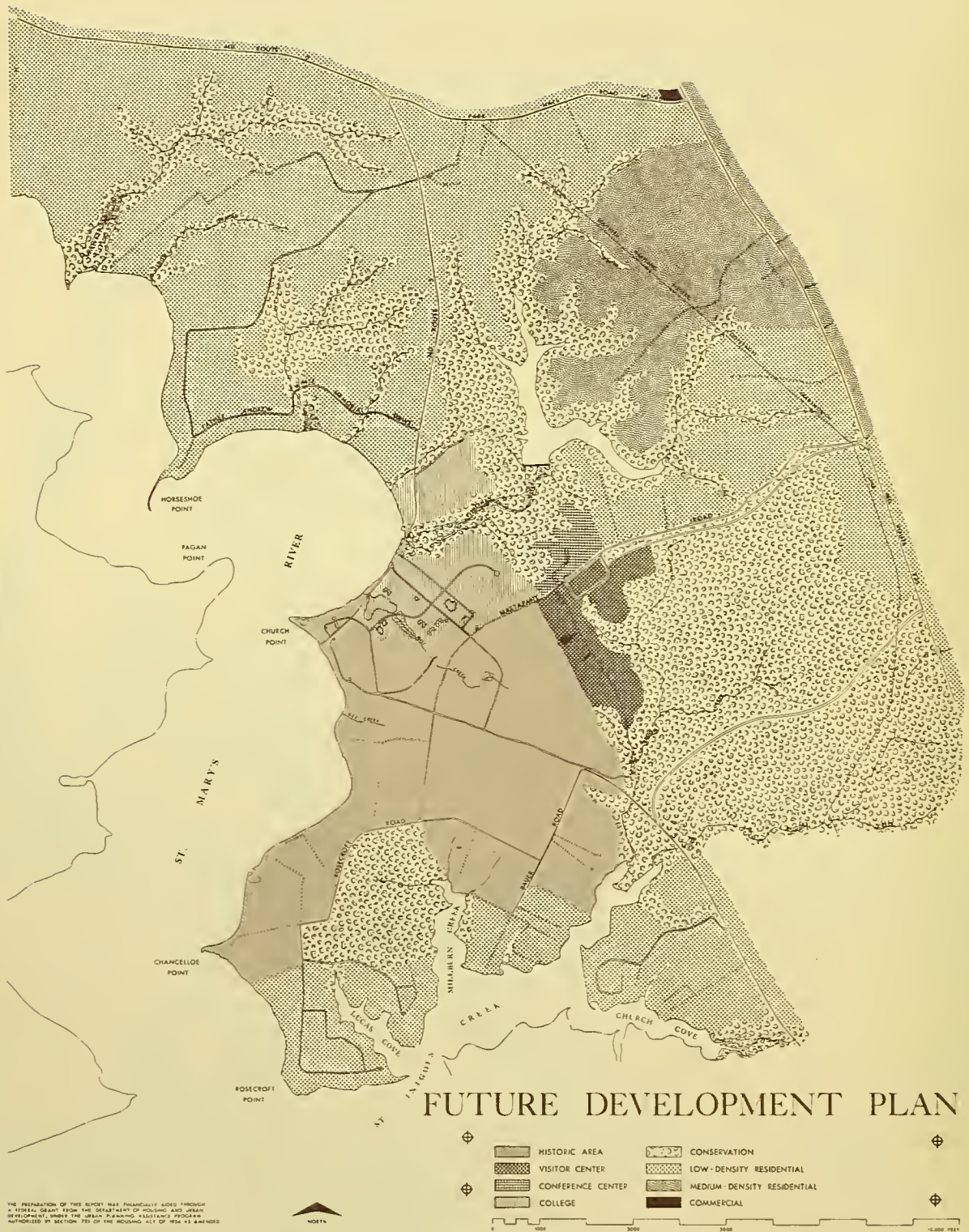


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ST. MARY'S CITY, MARYLAND

## FUTURE DEVELOPMENT PLAN

The plan for St. Mary's City evolves from conditions of the past and present to provide a guide for development in the future. The plan may be thought of as a framework of basic relationships between land uses and activities set in the larger context of the natural environment. Details of design may be filled in or even altered to some degree, but the basic relationships will remain. This will be especially true in the historic area, where further work by the Commission is expected to uncover additional seventeenth-century sites.

The purpose of this plan is to serve as a guide for physical development of the area. As such, it does not encompass the range of programs the Commission will need to establish to cover aspects of administration, promotion, research, education, and the like.

There is no time period attached to the plan or its stages - although it is a long-range proposal - because it is difficult to foretell the pace at which agencies and individuals can proceed. Acquisition of critical sites and enactment of zoning regulations should be done as quickly as possible, but actual development of public lands may have to await the necessary funds.

The future development plan is for the entire study area. In it, the historic park, St. Mary's College, and the larger conservation-recreation areas are envisioned as a closely-integrated complex, not only for planning purposes but in actual operation as well. Each element of the complex can benefit the others and make possible a better total development for the St. Mary's City area than any one element by itself. The St. Mary's City project as the scene of historic research and preservation, the college as the center of educational programs, and the conservation areas providing a variety of recreational activities can be an unusual asset, attractive to citizens of the region and visitors.

### The Historic Park

The focus of the plan is, of course, the area of historic settlement. Within the Town-lands, the portion between Mill Creek and Key Creek contains the greatest concentration of historic sites, including the streets and lots of the town. It will be especially important to restore the environment of the early town here, where small-size, small-scale structures once were located in a serene natural landscape. Restoration of this environment cannot be accomplished by landscape design alone. It will require removal of highway traffic, overhead utility lines, and high-intensity street lights. It will also preclude large-size institutional buildings which would dwarf historic sites and block views to the river and surrounding countryside. Because of the concentration of sites at the old town and the number of visitors expected, eventually the Commission will have to acquire most of this area. More detailed Phase drawings show how staging of the historic project could accommodate existing college buildings and property owners for an extended period.

Surrounding the town site, the plain of the historic Town-lands needs to be protected, both as the larger setting for the town and for preservation

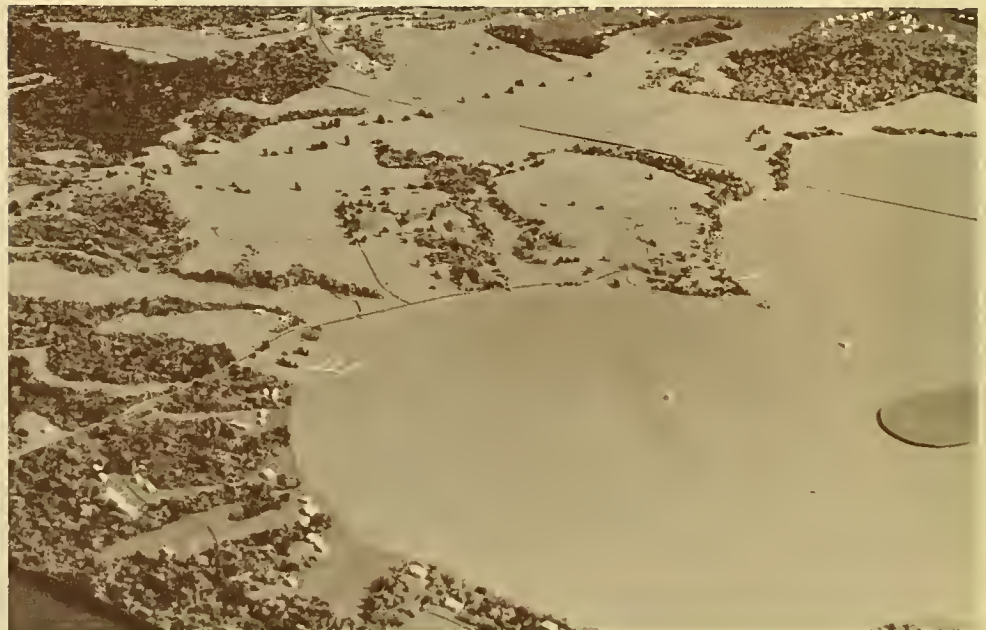


of outlying sites. The conservation areas, which effectively enclose the plain, will be helpful in restoring the environment by providing a wooded backdrop for the historic area. In the southern portion of the Town-lands, Clocker's Fancy and the Leigh House, both still occupied, are believed to be seventeenth-century farmhouses, and they should be restored in their appropriate rural setting. Along the river, below Key Creek, the Commission hopes to find at least three important early sites - the White House of Giles Brent, the Sisters' Freehold house of Margaret Brent, and Governor Thomas Greene's house. Chancellor Point will be developed as a scenic observation point, forming the southern terminus of the project. At some site along the shore, the Commission would like to recreate a working seventeenth-century plantation complete with tobacco sheds and landing. East of the town are the foundations of St. Peter's and Saint Barbara's freehold houses. To the north are the sites of St. John's, the newly-discovered Hicks House, and the Philip West house.

It is envisioned that on lands in or near the town, but not containing historic foundations, demonstrations of work activities could be shown. Brick manufacture, house construction, pottery making, and printing were known to have been practiced at St. Mary's City, and the information is available to present these occupations in an authentic manner. A few houses in period reconstruction typical of the seventeenth century may also be erected to show visitors how the settlers lived, enabling them to understand the historic foundations better.

The Commission's policy is to purchase lands by voluntary sale from the private owner. In the historic town area, three houses may need to be purchased. In the larger Town-lands, ten to thirty houses may be acquired for the historic park, depending on the locations of historic sites and the number of visitors. Where the intent is primarily to preserve the rural character of the Town-lands, the Commission may purchase development rights or scenic easements and permit properties to remain in private use. The southern portions of the Town-lands along St. Inigoes Creek are established residential areas and will be excluded from the historic park.

*A model shows how St. Mary's City will appear. Streets and lots of the old town are indicated just beyond Church Point. The east campus of St. Mary's College and a new entrance road are shown. Woods buffer the historic park from residential areas.*



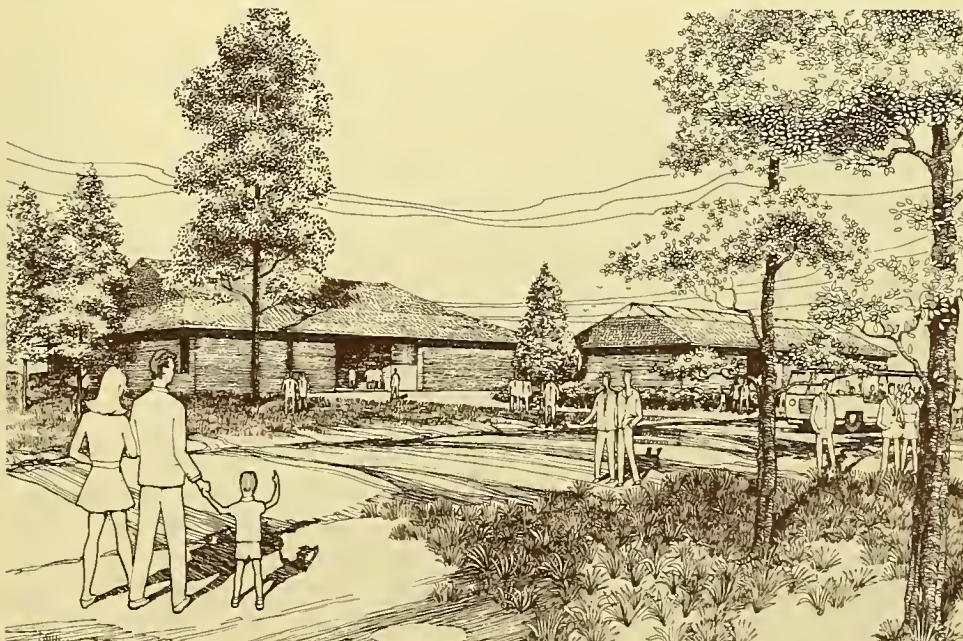


## Visitors' Center

When a minimum program is established at St. Mary's City within the next few years, it is estimated that 250,000 visitors a year would come. (The minimum program is described on page 7 .) This could mean an average attendance on a summer Saturday or Sunday of 3,500 to 4,000 persons; a special program could draw a peak attendance of 8,000 visitors. It is obvious that parking, services, and orientation programs for so many visitors would overwhelm the historic town site. A visitors' center is proposed on St. Mary's Hill, the eastern boundary of the Town-lands. Visitors would enter from Route 235 over Mattapany Street (originally an Indian trail) to the hill overlooking the Town-lands and the river beyond.

The most important feature of the visitors' center will be the orientation building where the visitor will be welcomed to St. Mary's City. The orientation program should offer the visitor the basis for understanding the sites he has come to see and suggest relationships within a broad historical and cultural context. An introductory program may be particularly important for a seventeenth-century settlement, since many Americans are more familiar with the eighteenth-century colonial period. Special exhibits and films are recommended as the most effective way to reach individual visitors within larger groups. Guide maps, descriptive literature, and assistance on a personal basis should also be available at the orientation building.

A museum, to be located close by, would have as its main purpose the extension of knowledge about St. Mary's City, the seventeenth-century period, and earlier Indian settlement. The museum would probably function more effectively if visited after a tour of the historic area when an interest in more detailed information might have been aroused. A working library may be located here, available for research and study, in conjunction with offices for the research staff. Administrative offices should be located in or near the orientation building. Workshops and the archaeological laboratory would function better if placed at a distance from the center of activity.



*At the visitor center, the orientation building (left) is for special programs and exhibits designed to help the visitor understand the significance of ancient St. Mary's City. The museum is at the right.*

Visitor conveniences can be located in a cluster near the orientation center, but removed somewhat from the educational functions. A cafeteria snackbar will be required, but most of the seating can be located outdoors since peak attendance will occur normally in fair weather. Shops for the sale of books, craft items, well-designed souvenirs, bicycle rentals, and visitor necessities can be included in this cluster, which can expand as the need arises. Ample land for parking is available in a slightly depressed area, well-screened by trees, just east of St. Mary's Hill. A reasonable number of parking spaces can be paved in stages, and overflow parking can be provided in a level meadow. Indications are that St. Mary's Hill could be served by the public sewage system, by connecting to the line which will also serve the college. For the entire visitors' center complex, it will be necessary to purchase approximately 150 acres of land, including six houses.

An amphitheater, using the natural slope of the hill, is planned to the south of the orientation building. Seating about 3,000 persons, it affords a setting overlooking the historic Town-lands for dramatic productions, pageants and special orientation programs. Further south along the ridge, a location is reserved for a shrine to commemorate the ideals of peace and tolerance upon which the colony was founded. Although the shrine is still to be designed, this site is suggested for its view over the historic area and the river.

### Conference Center

Across Mattapan Street from the visitors' center, a location is proposed for a conference center and motor lodge. With the attraction of the historic park and recreational activities in the conservation areas, it is expected that the conference center would be in demand for academic, governmental, business, and religious conferences and seminars. Such conferences, in turn would enhance the prestige of St. Mary's City and would encourage year-round activity to reduce seasonal fluctuations in employment.

The character of the conference center should be in harmony with the natural landscape around it, although the facilities themselves should offer all of the amenities expected by visitors. The conference center should be capable of accommodating 200 to 300 persons in a variety of meeting rooms and dining rooms. The motor lodge, initially with 100 rooms would be available to tourists during weekends and in the summer. It could also serve visitors to the Naval Air Test Center and other business enterprises throughout the year. Further expansion of lodgings or conference facilities is possible on the site. A swimming pool, court games, and on-site parking would be provided specifically for guests at the conference center and motor lodge. Activities such as horseback riding, boating, fishing, golf, and hiking would draw on the facilities of the conservation-recreation areas.

As desirable as the conference center and motor lodge may be for the St. Mary's City area, it is doubtful that the Commission's budget would be large enough to cover the cost of this project in addition to the expenses of developing the historic park. However, if the Commission could obtain title to the land, it is likely that private enterprise or an institutional group could be interested in leasing the land and in constructing the conference center and motor lodge (subject to design control and operational regulations).





*Buildings for the proposed conference center are set in a wooded area. At the right is part of the motor lodge.*

## St. Mary's College

General recommendations to insure compatibility with the historic project are proposed here, but this plan properly does not propose a design for the future development of the College. It does suggest that a new center for college activity be developed on open land on the north side of Wild Street. A major academic center, having good vehicular access, could avoid conflicts with historic sites and at the same time be better served itself. The area between Wild Street and Mill Creek, containing historic sites and college buildings, could work as a transition zone between the two uses. The new student union building and library just south of Mill Creek would remain, but larger college structures in the center of the historic town should be gradually phased out as they reach obsolescence and have been amortized.

Room for expansion is available to St. Mary's College north of Wild Street and north of Fisherman Creek. At the latter tract it is proposed that the college might consider acquisition of waterfront land on the west side of Route 5 to provide better opportunities for water sports and for the scenic control of the shore. A sailing marina at this location might be developed for use by the college, local residents and visitors.

## Conservation-Recreation Areas

Lands unsuited to building, because of slopes, soil conditions, or drainage, are recommended for permanent conservation. The larger conservation areas should be held in public ownership and could be used for



a wide variety of recreational activities. The Commission will not develop conservation areas or recreational facilities, but it should encourage other state and local agencies to do so before any undesirable development occurs.

The area east of St. Mary's Hill, including Broom Creek, St. Inigoes Creek, and their tributaries, is proposed as a major recreation area and natural woodland, available to the public and especially to county residents. An eighteen-hole golf course, playing fields, picknicking areas, riding trails, and hiking paths would be especially suitable in this area. Good access could be had from the proposed Route 5 road and from Mattapaney Street. On Fisherman Creek, the St. Mary's River Soil Conservation Service has proposed a dam as part of its plan for flood control. A dam at about a 30-foot level would create a 60-acre lake over extremely poor land. Rough, wooded areas around the lake could be left as natural buffers for residential development.

Where public acquisition of conservation areas is proposed, the cooperation of public agencies on the federal, state, and county levels could ease the burden of costs. Grants, matching funds, and technical assistance are available from the Soil Conservation Service, the Bureau of Outdoor Recreation, the Farm Home Administration, and the Department of Housing and Urban Development. Conservation lands might also be acquired by gifts and dedications, since they are generally not suitable for development. In smaller conservation areas shown on the plan, land may be publicly acquired or held under private ownership subject to appropriate controls. In some cases, it may even be possible to permit occasional residential construction provided that conditions for water supply, sewage disposal, and access are met.

## Circulation

The proposed circulation system has several important objectives. Traffic movement to the historic project, to the college, and for local residents is essentially separated in order to reduce conflicts between users. Visitor automobile traffic is confined to the visitor center complex, except at times of very low attendance. The problem of Maryland Route 5 bisecting the college campus and the historic town is resolved by re-routing through traffic.

The main highway access to St. Mary's City will be via Maryland Route 235. It is the most direct route to urban centers in the north and is the main highway to Point Lookout about fifteen miles south. It is recommended that ample right-of-way width be retained and limited access be maintained to insure its function as a through-traffic carrier. In the plan, Route 5 is relocated to run easterly over Park Hall Road (Route 489) to join Route 235 south. At a point below Broom Creek, Route 5 would diverge from Route 235 and proceed southwesterly over a new alignment to its present location serving the St. Inigoes area and Webster Field.

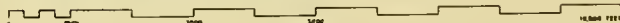
From Routes 5 and 235, arterial access roads would serve St. Mary's College, the historic project, and residential areas. The existing Route 5 alignment south from Park Hall will be the main road to the college and the neighboring residential community. At the approach to St. Mary's College, the road will still run along the river, opening up the beautiful view of Horseshoe Bay and West St. Mary's. A new main entrance to the college campus is proposed south of Fisherman Creek. Within the campus the new



## CIRCULATION

EXISTING	PROPOSED	PROPOSED
		PRIMARY HIGHWAY
		SECONDARY HIGHWAY
		LOCAL COLLECTOR
		PARKWAY
		LIMITED-USE ROAD
		MAIN PEDESTRIAN SYSTEM

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road could handle the bulk of college traffic. It would form a major internal loop, using a portion of Wild Street, from which service roads could be extended into the expanded campus to the north, to the residential complex south of Wild Street, and across Mill Creek to the library and student union. Wild Street would remain as a quiet road alongside St. John's. Access to Wild Street from Mattapany Street would be limited to special traffic. Route 5 would continue south to serve Trinity Church, and the west college campus.

Visitors to the historic project would enter from Route 235 over Mattapany Street. The historic character of this road will be preserved by a 100-foot easement on the north side and a wooded buffer area separating it from a new exit road on the south. Mattapany Street would continue into the historic Town-lands, but visitors would leave their cars at the parking facilities near St. Mary's Hill. Except for periods of very low attendance, special tour vehicles would take visitors from the orientation building to historic sites. Tour vehicles have the advantage of bringing visitors close to historic sites on a planned route without the need for extensive parking lots and traffic congestion.

Within the historic area, Mattapany Street, Rosecroft Road, and a new street from Rosecroft Road into Bauer Road, would be the principal paved routes. Historic streets in the Town-lands will be reconstructed as stabilized, all-weather dirt roads about eight-feet wide for use by pedestrians and cyclists. Further study and trial will indicate the extent to which such streets might also be used by tour vehicles and maintenance equipment. Not shown at the scale of the development plan is a system of hiking trails in the historic area.

Access to private properties remaining in the southern portion of the Town-lands will be over Rosecroft Road, the new connecting street, and Bauer Road into the present Route 5 and continue on until the new portion of Route 5 is reached near St. Inigoes Creek. Additional local residential streets in other sections of the study area will depend largely on the location and extent of future development.

## Residential

Extensive residential areas are shown in the northern portion of the study area. For the most part, these areas will remain rural in character because it is unlikely that they can be served by necessary public water and sewage systems. However, in the northeastern portion of the study area, new possibilities for residential development are opened up by the projected installation of a public sanitary sewage line nearby. An area east of the proposed lake is designated for medium-density residential use, averaging three to five families per acre. The land could be developed as a planned residential community, offering a wide variety of housing types for sale and rental. New techniques in zoning regulations can permit imaginative neighborhood plans including garden apartment units, townhouse clusters, and detached dwellings, also in clusters or conventional arrangements. Until specific proposals are made for development, it is not feasible to design a street system. It may be desirable, though, to consider the provision of local streets to connect with other residential areas to the west and with the college.

In the southern portion of the study area, including subdivided sections of the Town-lands, the pattern of low-density development will





*Model shows residential areas south of the historic park. A new road connects Rosecroft Road to Bauer Road. At the upper right, the proposed location of Route 5 is shown.*

remain because of utility problems and poor soil conditions.

Lands bordering the west bank of St. Mary's River across from the historic town, including West St. Mary's Manor and Portobello, are extremely important in maintaining the natural environment and scenic beauty of the area. Scenic or development easements are desirable on critical waterfront sections, particularly between Windmill and Pagan Points and along Horseshoe Bend.

### Community Services

The residential population in the study area will remain relatively small and scattered, even with areas of medium-density development. Public services and schools should be planned on a regional basis because there will not be sufficient population within the St. Mary's City area to require additional public facilities.

Even most commercial services will need larger market areas. An area for a shopping center is shown on the plan at the northwestern corner of the intersection of Route 5, as proposed, and Route 235. A major super-market, drug store, variety store, and a few specialty shops could serve the surrounding residential areas; an additional gas station might be placed here to serve visitor traffic. Smaller convenience stores are desirable in residential areas. The Park Hall general store already serves this kind of need, and a small commercial group could serve a planned community development near Route 235. Areas east of Route 235, if developed intensively, should have their own neighborhood stores rather than be dependent on highway services.

## Phasing the Historic Project

More detailed plans for the historic area, which could not be shown at the scale of the future development plan, are presented in three phases. This schedule for development is roughly coordinated with recommendations made in the Economic Analysis. The first phase establishes an economically viable project; the second and third phases continue with further refinements and development of the historic park.

Like the larger development plan, these phases are flexible enough to permit inclusion of the results of new information. In fact, since the detailed drawings were prepared in the fall of 1969, research in historic records has provided tentative locations of additional structures in the town, although archaeological investigation of the sites has not been undertaken. There are also no fixed time periods for the phases, since the pace of work will be largely determined by the amount of research necessary, the funds available and the acquisition of sites. Phase one is not a short-term project, and it is likely that work could begin on elements of the second and third phases before the historic town site is well established. Unforeseen conditions could also change the priority on certain aspects of the plan.

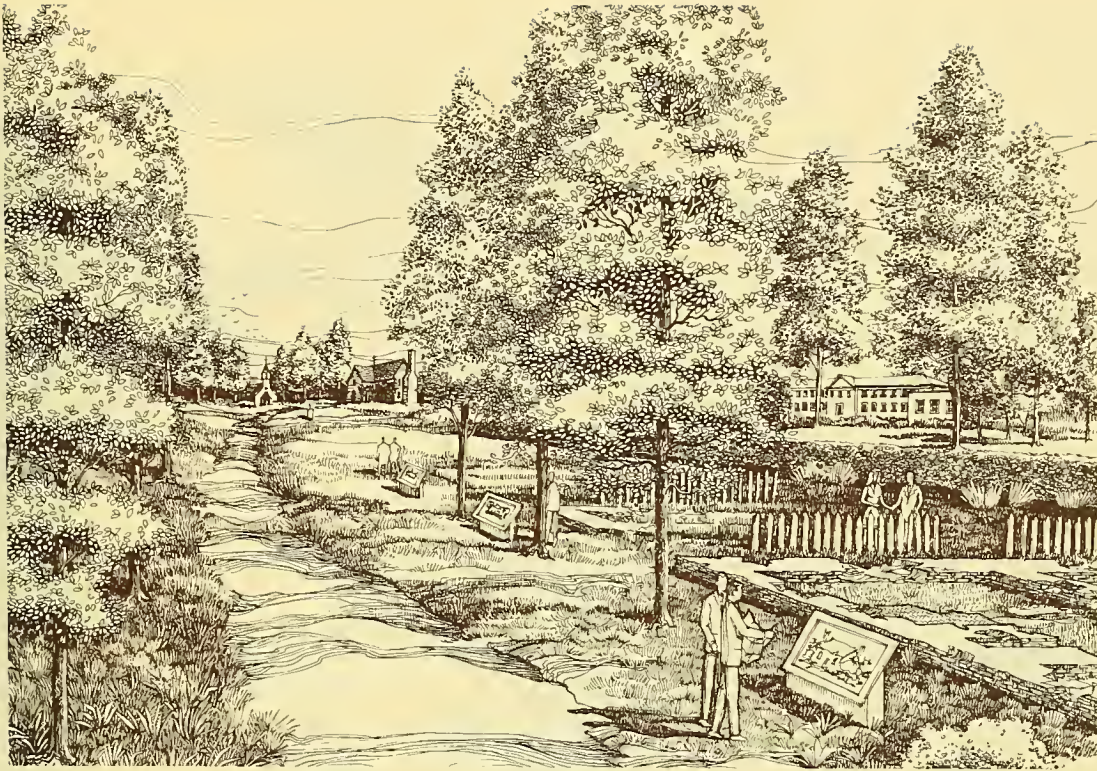
At the level of detail shown in the phase drawings, the need for sensitivity to the design of all elements is more readily apparent. Visitors to the project will be very aware of the quality of the larger environment and the details of design at close hand. Special views of the historic area or the river can be enhanced by selective clearing. Large trees should be retained for shade and reduction of glare. Paved areas can be kept to a minimum while paving materials can be selected for color and texture. Outdoor lighting fixtures can be chosen for size, design, and lamp color, even if a larger number of smaller fixtures are needed. Wherever man-made materials are used in the natural environment, they should be selected on the basis of harmony and appropriateness with the character of the project. New buildings need to be designed with attention to scale and compatibility of character, perhaps showing the influence of architectural forms native to the region. This does not mean that new facilities should be of seventeenth-century style, which might confuse some visitors as to the authenticity of a structure. Generally, the function of new facilities - such as the orientation building and conference center - will be unsuited to a historic style.

### First Phase

The primary goal of this stage of development is to establish the St. Mary's City project. Within the constraints imposed by existing structures and roads, the basic character of the early settlement can be presented. It will also be important in this first phase to purchase historic sites and land needed for development of the project.

There are many known sites on which work can start as soon as properties can be acquired or excavation rights obtained. The house on St. John's Freehold, built by 1638, and the scene of Assembly, Court, and Council meetings, might be one of the first sites for excavation since it is on land owned by St. Mary's College. Excavation of the early fort site - to learn if it is the St. Mary's Fort of the early settlers - should have a high priority. Other important sites are St. Mary's Chapel, the Country House, the Secretary's Office, St. Peter's, and the jail. After foundations of historic sites





*Visitors walking on Aldermanbury Street view the historic foundations as they will look in the future. Fences and shrubs delineate lot lines; exhibits show how the buildings may have appeared in the 17th century.*

are exposed, they will be stabilized to withstand weather. Exhibits at the site will show how the structure may have looked and describe its significance.

As soon as possible, work should start on reconstruction of the early streets. Tentative plans indicate they will be dirt roads, stabilized for use in all weather, and following the irregular route of the original streets. Fences, hedgerows, or a change in grass texture could define the location of town lots.

Early in this phase, some of the activities which took place in the settlement could be demonstrated. Brick manufacture and pottery making might be shown. Demonstration of the construction of a small house could give balance to the project at this stage, when emphasis will be on the excavation of larger, more important structures. A working, seventeenth-century farm could be established showing the methods and tools used for farming and livestock. Experience of other historic sites has shown that visitors need to feel a sense of participation in the daily life of the settlement - which these activities encourage - in order to imagine what the larger life of the community might have been.

Restoration of Clocker's Fancy and the Leigh House, believed to be the only remaining buildings from the seventeenth century should be undertaken when these buildings can be acquired.

Restoration of the landscape of the early settlement area will be limited by the availability of land, although individual sites may be developed. Research into the native plant life and species brought by the settlers can begin, and the first portion of a nature trail can be prepared. The first significant change toward restoration of the early environment will be

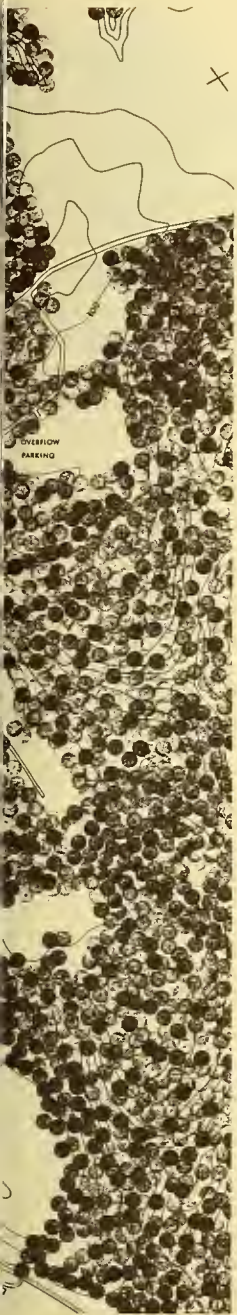




removal of the curved section of Route 5 between its intersections with the Route 584 loop. This step will be contingent upon completion of the new route for Maryland 5 around St. Mary's City. Local traffic would have access to all buildings in the town by using Route 584 past the reconstructed State House, but through traffic would be discouraged.

Construction of the visitors' center on St. Mary's Hill and launching the orientation program are necessary for the establishment of the project. In the early years of the project it will be important to tell visitors about plans for future development and show them the work in progress. Many visitors will sense the excitement of new discoveries and many will want to return to see new exhibits as they are completed. At first, the orientation building might also house the museum. Commission offices and workshops might make use of existing structures to spare funds for more critical needs. A part of the trail along the ridge line would be developed, leading to the shrine in its setting overlooking the Town-lands. If there is a demand, the amphitheater could be developed in this phase, rather than in a later one.

A cafeteria and some shops should be built at the same time as the orientation building. Initially, paved space for about 300 cars would be provided and a level field could accommodate additional vehicles. When visitor attendance is comparatively low, private cars could be driven to historic sites where small parking areas would be provided. On weekends and holidays perhaps the college parking lots might be used. Whenever the number of visitor cars becomes too large, special tour vehicles will be introduced to carry visitors from the visitors' center to historic sites.



ST. MARY'S CITY TODAY

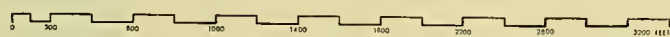


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## SECOND PHASE





## Second Phase

The character of the early settlement and the quality of the larger environment should become apparent in this phase, with further landscaping and removal of existing non-historic roads through the town. The work of historic preservation will continue and expansion of activities in the historic park may be undertaken.

The most noticeable changes brought about in this stage will be removal of Route 5 between Route 584 and Mattapan Street, and the portion of Route 584 east of Anne Arundel Hall. This action will be possible because of changes elsewhere in the circulation system and by further land acquisition. By this time, St. Mary's College should be well along in a program of expansion and construction, and it should be possible to phase out some college buildings from the historic town, such as the administration building and several smaller structures. A new road system for the college should be completed, permitting vehicular service to the library and student union building from the north.

A comprehensive restoration of the landscape will then be possible. Grading to original contours and planting with native trees and grasses will show how the Governor's Field and the Chapel Lands once appeared. There will be a continuity in the character of historic streets, and the trail system could be essentially completed.

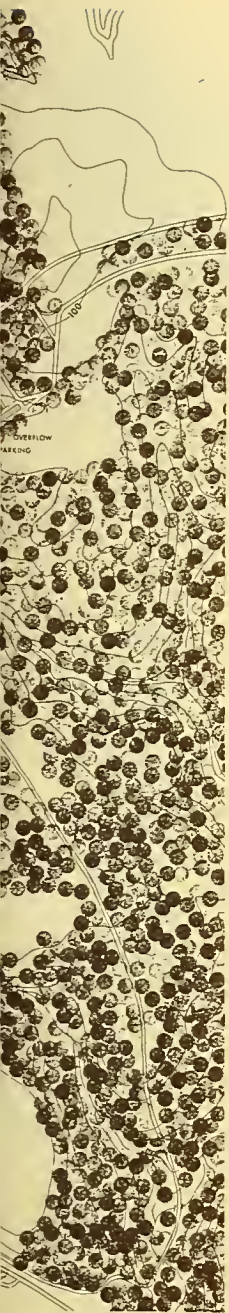
Excavations can take place at sites not ready for inclusion in the initial phase. Foundations of the first Trinity Church, Cordea's Hope, Baker's Choice, and the White House might be located and uncovered. By this time, archaeological investigation and historic research should define the possibility of reconstructing historic buildings. If reconstructions are not possible, consideration should be given to building several houses and workshops typical of the period, to help visitors understand the foundations of historic sites and the daily life that once flourished. Ships similar to the *Ark* and the *Dove* may be constructed and docked near Church Point. The larger ship, about 112 feet long, could be designed for boarding and the pinnacle might be fully rigged for sailing. Demonstrations at the shore could show the fishing methods of the seventeenth century.

At this time, a decision should be made whether to preserve two nineteenth-century houses in the settlement area, which have been continuously owned by descendants of the original colonists.

The program at the visitors' center would be in full operation in this phase, requiring construction of a museum, library, and office space to free the orientation building for larger numbers of visitors. The amphitheater should be completed on the hillside to provide a setting for dramatic programs and pageants.

Tour vehicles would be in operation most of the time, permitting reduction of parking areas at historic sites. Paved parking at the visitors' center would be increased to about 600 spaces, and the exit road south of the Mattapan Street entrance would be completed.

The steady growth of the historic park and St. Mary's College, which this phase represents, should create strong interest in developing the conference center and motor lodge. It is hoped that conservation and recreation agencies have also been at work to acquire lands along Fisherman Creek and east of the Town-lands so that the character of the area is set. Although the conference center must serve modern needs, a special quality of design - in harmony with the natural beauty of its setting - is called for. There is the opportunity to develop an unusually attractive conference center that would have the additional interest of the historic park and a wide range of recreational activities nearby.





## FINAL PHASE

0 200 400 600 800 1000 1200 1400 1600 1800 2000 2200 2400 2600 2800 3000 FEET





### Third Phase

This last phase shows how the historic park might appear as it nears completion. In the settlement area, many more sites will have been identified and exposed than are presently known. Some historic buildings may be reconstructed and demonstration activities would be located in some of the areas now open.

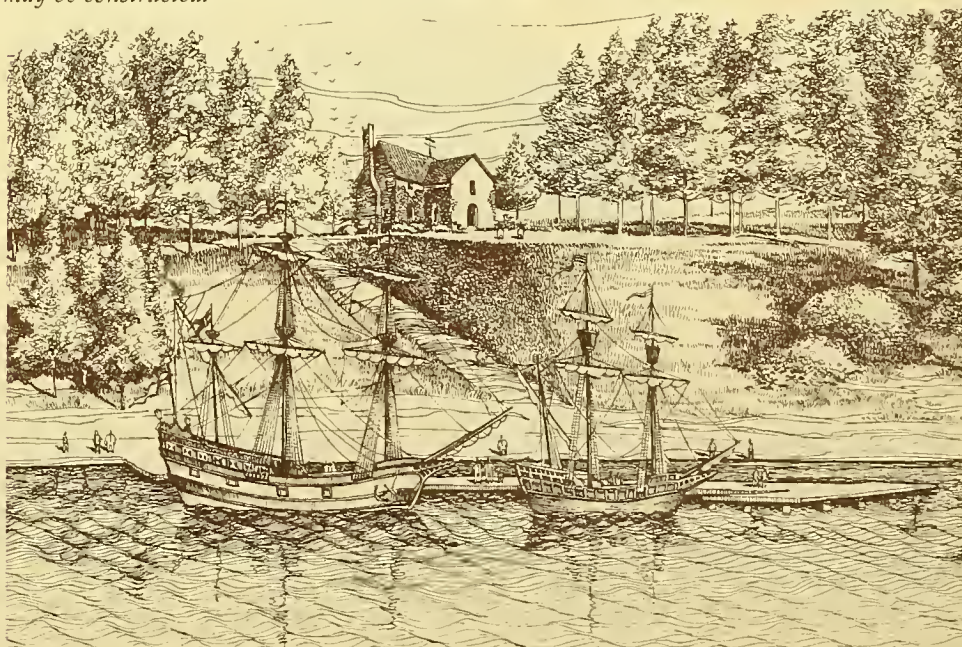
Next to Trinity Church, the scene of the early history of St. Mary's College would remain. Calvert Hall and St. Mary's Hall might be used for special cultural or educational programs. The garden planted by the Alumni Association commemorating the tercentennial is a beautiful reminder of the affiliation of the college with St. Mary's City. Should St. Mary's Parish at some future date find it convenient and advantageous to relocate the Parish Hall and rectory, mutually convenient negotiations could be undertaken.

Except for access to Trinity Church, automobile traffic would be virtually eliminated from the historic town. Removal of the last portion of Route 5 from Mattapaney Street to Bauer Road would emphasize the rural environment in the Town-lands.

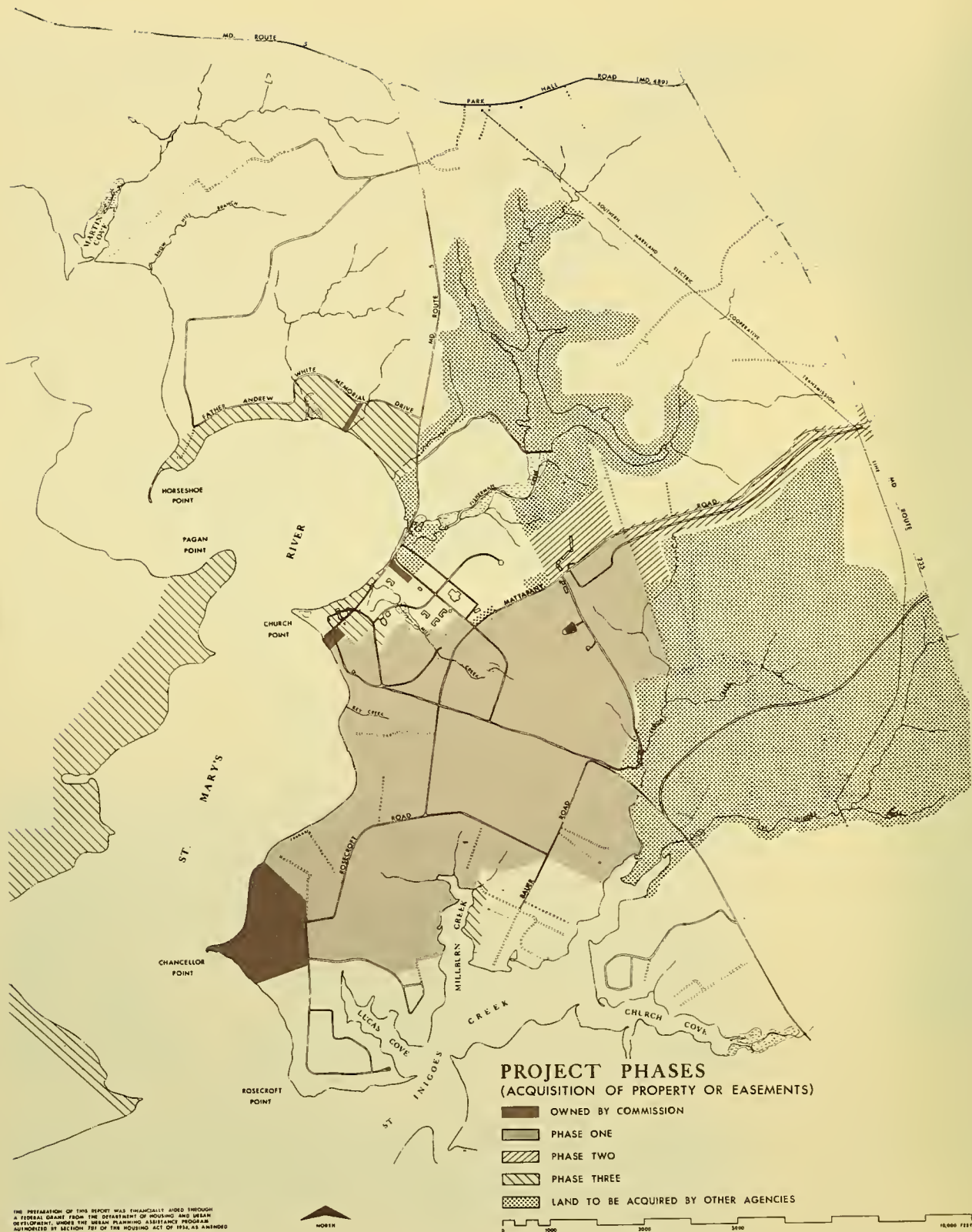
The visitors' center and conference center facilities should be planned with a view toward possible expansion. Before this occurs, however, programs should be developed to encourage a steady year-round attendance at the historic park to avoid seasonal peaks. Winter music programs, fall pageants, and spring river tours could attract visitors in off-season periods.

By this phase, scenic easements should be secured on lands across the river from St. Mary's City. Gradually, as the historic park is developed, surrounding areas are covered by easements, and a historic district zone is enacted (see Chapter VII, Legal Aspects), the larger environment of St. Mary's City will be protected.

*A view of the Reconstructed 1676 State House. Vessels similar to the Ark and the Dove may be constructed.*







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## FINANCING

An effective program for preservation and development of St. Mary's City will depend upon the cooperative efforts of many agencies on the federal, state, and local levels. The assistance of institutions, private citizens, and the business community will also be needed. For greater benefits to the project and to St. Mary's County, the Master Plan looks beyond the historic Town-lands boundary. The integrated development of the historic park, St. Mary's College, and surrounding conservation-recreation areas presents far-reaching economic opportunities, which should be capitalized.

The cost estimates presented are for the work the St. Mary's City Commission must undertake. The phases coincide with the phased development program described in the previous chapter: Phase One is the minimum program of acquisition and preservation for presentation of a well-rounded view of St. Mary's City; the second and final phases permit more detailed and expanded programs such as construction of seventeenth-century sailing vessels and re-creation of typical buildings and activities.

Purchase of lands containing historic sites or necessary for the development of the project should receive a high priority, since land costs can be expected to increase rather than decrease. The cost of acquiring land is included in the Development Cost Estimates table. All figures are based on late 1969 local prices, and are shown as ranges, since it is difficult to estimate purchase costs precisely. The use of scenic easements may be the most practicable way of protecting the waterfront across from St. Mary's City, from Pagan Point to Windmill Point. No cost estimates have been shown for acquiring these easements in the future because conditions affecting prices can change considerably.

The Project Phase map shows lands to be secured in each phase. The Commission already owns 71 acres. In the first phase, about 970 acres are scheduled for purchase; in the second phase, some 170 acres are to be acquired; and in the third phase, about 360 acres are to be secured by easements.

The next group of estimates pertains to preservation and development in the historic area. From excavation to reconstruction, the work will be expensive, involving intensive research and detailed craftsmanship. Site restoration includes grading, landscaping, and reconstruction of outbuildings to present historic sites in an authentic setting.

At the visitors' center, all new facilities must be permanent, fireproof construction, because of the numbers of people assembled and the value of exhibits, artifacts, and research material. For the orientation building, the costs of special lighting and display equipment is included as well as expenses of preparing exhibits and films.

Estimates on the construction costs of utilities are not included, because the systems are not completely designed. Engineers for the Metropolitan Commission have indicated that it will be possible to service St. Mary's Hill with water and sanitary sewage lines, but it is still too early to estimate assessments on individual projects. Underground power and

telephone cables will be essential to restore the historic character of St. Mary's City. When development plans for the historic area, the college, and roads are stabilized, it will be possible to re-examine these systems in their entirety. Some overhead lines may become unnecessary. Where overhead lines must be relocated underground, substantial savings may be made if the work is co-ordinated with other projects for grading or road-building.

Because of the large initial cost, about \$6 millions for the first phase, and more than \$11 millions for the entire project, outside funds should be used to finance special projects. The conference center and motor lodge, estimated to cost \$2 millions, could be developed and operated by a commercial enterprise or an institutional group.

The expenses of public road construction should be absorbed by the state and county. The most important project, the relocation of Maryland Route 5, will cost about \$300,000. The removal of unused portions of the old route will amount to approximately \$40,000. The new exit road from the visitors' center to Route 235 is expected to cost \$120,000. The total cost of state and county road improvements amounts to \$460,000, however, \$150,000 of state road improvements currently budgeted will not be needed.

It is expected that federal and state assistance in financing the project will be available. The U.S. Department of Housing and Urban Development (HUD) and the Department of the Interior, National Park Service can provide matching grants covering up to fifty per cent of the cost of acquisition, restoration and improvement of historic sites and regions. If a structure will be open to the public on a regular basis, complete interior restoration costs are eligible; if the structure to be restored is for private use, only the costs of exterior restoration and structural stabilization are eligible. Fees for archaeological, historical, architectural and other related professional services essential to the restoration are allowed. HUD also provide grants to help acquire land for recreation, conservation, and protection of scenic areas. These matching grants, for up to fifty per cent of the costs, cover acquisition of land and land improvements.

The Department of the Interior's Bureau of Outdoor Recreation provides matching grants for projects furnishing a broad range of outdoor recreational uses for the public. The proposed hiking paths, bicycle trails, nature interpretation areas, and boating facilities could be purchased and developed in part from such grants. The Soil Conservation Service can offer technical assistance and some funds for conservation and watershed protection activities. In all, about twenty-five per cent of the project costs might be financed by federal assistance.

Conservation and recreation areas surrounding the project should be developed by state and county agencies. Large amounts of federal assistance are available especially for acquisition of open space, flood-control, and soil conservation.

Since cost estimates greatly influence the progress of the plan, they, too, should be flexible in terms of time. Funds available for projects at an early stage of development should warrant the undertaking of these projects, regardless of which phase they are assigned to. The total expenditure, however, will assure the success of the St. Mary's City preservation and development project.



## DEVELOPMENT COST ESTIMATES

	First Phase	Second Phase	Final Phase	Total
<b>Land Acquisition</b>				
Low estimate	\$2,540,000	\$ 200,000	1	\$ 2,740,000
High estimate	-3,110,000	-250,000		-3,360,000
<b>Historic Preservation and Development <sup>2</sup></b>				
Excavation and stabilization of historic sites and foundations (maximum of 175 sites for investigation; 50 sites for stabilization and interpretation)	\$1,150,000	\$ 750,000	\$ 750,000	\$ 2,650,000
Restoration of Clocker's Fancy and Leigh House (including site restoration)	320,000			320,000
Reconstruction of historic sites and recreation of typical seventeenth-century buildings (maximum of 5 sites)		360,000	1,100,000	1,460,000
Restoration of historic town lands (includes reconstruction of Mill Dam, historic streets, and town lots, landscaping, and path system)	600,000	300,000	260,000	1,160,000
Development of working seventeenth-century farm	30,000	50,000		80,000
Reconstruction of two ships similar to the <i>Ark</i> and <i>Dove</i>		280,000	80,000	360,000
	<u>\$2,100,000</u>	<u>\$1,740,000</u>	<u>\$2,190,000</u>	<u>\$ 6,030,000</u>
<b>Related Development</b>				
Visitor Center (includes Orientation program, museum, library, and visitor services)	1,140,000	630,000	expansion possible	1,770,000
Shrine commemorating civil and religious toleration	20,000			20,000
Amphitheatre		50,000	50,000	100,000
	<u>\$1,160,000</u>	<u>\$ 680,000</u>	<u>\$ 50,000</u>	<u>\$ 1,890,000</u>
<b>TOTALS</b>	<b>\$5,800,000</b>	<b>\$2,620,000</b>		<b>\$10,660,000</b>
	<b>-6,370,000</b>	<b>-2,670,000</b>	<b>\$2,240,000</b>	<b>-11,280,000</b>

- 1 Costs of scenic easements have not been included due to unpredictable variables that may affect purchase prices.  
2 Figures do not include general research and administrative costs. Research costs for specific projects are included in the development cost estimates.

## LEGAL ASPECTS

To assure the successful preservation and development of St. Mary's City, the Commission should be assisted in securing regulations for the protection of the area, and should be granted the powers it needs to carry out its work effectively. National, state, and county legislation afford the framework for implementation.

### Controls

In 1969, St. Mary's City was certified as a National Historic Landmark. Under the provisions of the *Historic Sites Act* of 1935 and the *National Historic Preservation Act* of 1966, this status ensures that the historic park will receive governmental protection against federal incursions as well as state, county, or private ventures involving federal financing. These laws are not effective against privately-financed development, however.

Maryland's *Historic Area Zoning Act* of 1963, enables certain counties and municipalities to enact historic area zones under the same procedure for other zoning. Provisions are also made for appointment of an Historic District Commission, to be responsible for review of historic and architectural matters, including approval of all building and demolition permits in the Historic District.

It would be in the interests of St. Mary's County for its Commissioners to designate the St. Mary's City area an Historic District, to protect the project and to encourage wise use of scenic resources for the economic benefits of tourism and recreational activity. In establishing a Historic District Zone, it is recommended that provisions be made to enable the St. Mary's City Commission to also act as the St. Mary's City Historic District Commission. In order to accommodate the Historic District Zone within the framework of county zoning regulations, recommendations which have been prepared and are described below are set up in such a manner that they could be adopted now and be incorporated into the County Zoning Ordinance currently being reviewed.

The *Historic Area Zoning Act* provides for the county to refer to its Historic District Commission any changes "...which would affect the exterior appearance of a structure visible or intended to be visible from an adjacent public way in the district, ..." In the case of St. Mary's City it is recommended that more comprehensive review procedures should be permitted, to encourage understanding and voluntary cooperation with the goals of the Commission. A cooperative working arrangement with county officials and the Commission staff can also guide and assist in the development of plans before projects are capitalized. The most important review procedures follow:

1. Before construction, alteration, repair, moving, or demolition of any structure within the historic district, the person or persons - including state agencies and public utilities who should file notice - proposing to make the construction or change shall file an application to the Commission for permission to carry out the construction or change.

2. The county should inform the Commission before issuing permits for alteration or demolition of known historic sites beyond the historic district, but related to it. Thereby, the Commission may assist in their preservation.

3. Require the county to submit all applications for zoning changes, zoning variances, land subdivisions, and site plans within the historic district to the Commission for their consideration and approval. This action will assist both property owner and developer before they prepare final construction plans.

4. Require property owners and developers to submit site plans to the Commission for all developments under consideration within the historic district. With a detailed site plan, the Commission could approve a structure at one location that would be unacceptable at another.

The right of appeal to the Commission's actions is an essential legal right. Appeals might be heard by the St. Mary's County Commissioners, who could then overrule the St. Mary's City Commission by a two-thirds vote. The county's elected officials will be in the best position to weigh the appeal of the individual against the general and economic benefits of the historic preservation project.

Boundaries of the Historic District were defined to include known historic sites, the major approach roads, and regions visually related to the project area. Visually related regions are those shorelines, hillsides, and skylines which can be seen from the historic project. Buffer strips of 300 to



ST. MARY'S CITY HISTORIC DISTRICT

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AREA OF HISTORIC DISTRICT

0 2,000 6,000 10,000 FEET



500 feet along boundary roads will protect them from strip-commercial uses.

Detailed recommendations for an Historic District Zone are contained in Technical Report No. 3, *Legal Controls*. In addition to the St. Mary's City project and St. Mary's College, the zone would be primarily a single-family non-commercial agricultural district. Places of worship, public service facilities, and residential out-buildings are permitted, provided that they are of limited size and do not visually detract from the historic district. Planned residential units and cluster development with variable lot sizes will be allowed to encourage good design efforts. These developments may be permitted to depart from minimum requirements on setback and lot size provided they conform to overall land use intensities, open space objectives, and utility regulations. Neighborhood business may be permitted with regulations limiting their services to local convenience needs. All signs, design of parking facilities, and building heights should be carefully regulated. Agricultural lands, parks, forests, wildlife preserves, and similar conservation projects, including adjunct facilities should be encouraged.

Since state lands are outside the jurisdiction of the Historic District Zone provisions, it might be wise to set up an informal coordinating committee composed primarily of representatives of the Commission, St. Mary's College, the Soil Conservation Service, and the County Recreation Department. Plans of each agency, concerning St. Mary's City, could be reviewed at an early stage of planning before major difficulties might arise.

### Powers

The St. Mary's City Commission was established by the Maryland Legislature in 1966. A revision of the law, approved by the Governor in May 1970, to become effective September 1, 1970, places the Commission under the jurisdiction of the Department of Economic and Community Development rather than the Governor's office. The new provisions of Article 41, Sections 365 - 374, describe the composition of the Commission and define its powers and duties. As work progresses, it is possible that some amendments to this legislation will be required. Two matters, especially, should be clarified in law. The first should empower the St. Mary's City Commission to also act as the St. Mary's City Historic District Commission, since the composition required for the two agencies is now slightly different. In the second instance, it may be necessary to state, more specifically, the Commission's powers with regard to acquisition of land. The Commission should be able to hold property in full or partial right, to cover the purchase of development rights, scenic easements, and other related covenants as well as outright acquisition.

With effective zoning enacted by the County and the assistance of governmental agencies in coordinating plans, the Commission can work to make the preservation of St. Mary's City a reality.

## THE NEXT STEP

The plans and programs described in this report encompass far more than the preservation of historic St. Mary's City. Conservation of the natural environment and recommendations for the surrounding community are integral parts of all plans. The proposals of other public agencies, particularly the Soil Conservation Service and the State Roads Commission, were incorporated into the plans as they were formulated. Changing land uses and development policies in the future may cause modifications to the final plan, but adjustments can be made with the knowledge of their effects on the larger St. Mary's City area.

The responsibility of coordinating and sometimes stimulating development by other agencies will fall upon the St. Mary's City Commission, by virtue of its concern for the area. In locations designated for conservation and recreation, state and county agencies will need continuing encouragement in the acquisition and development of lands for active recreation, natural parks, campsites, and wildlife conservation. In some cases, private or institutional groups may be encouraged to take on the work of conservation or development of special facilities for educational, cultural, and recreational activities.

The Commission with assistance from St. Mary's College and the resident community, will need to maintain a public concern for sound planning and development in the area. Passage of a zoning ordinance to provide guidance for future development and Historic District Zoning regulations for the specialized needs of the historic area needs to be actively supported. Continuing enforcement of subdivision regulations and anti-pollution laws will also be required. In addition, all public and private proposals that may affect the St. Mary's City community should be reviewed for soundness of planning and quality of design. In this respect, the details of design - such as advertising signs and landscaping - will be as important as the general concepts of development for maintaining the *character* of St. Mary's. While these duties should be assumed for protection of the historic project, the entire community will benefit in the long run.

Now that plans and policies have been formulated for the historic project, the Commission is beginning its most important work - that of actual preservation and development. In the first phase, the emphasis will be on acquisition of land as soon as possible and establishment of a basic presentation of St. Mary's City. This will include historical research, archaeological excavations, preservation, and interpretation of the results for visitors.

A promotional program should be outlined, so that as the work progresses publicity and promotional information about St. Mary's City would be ready to tell prospective visitors about the historic park. Plans should also be made for a systematic orientation program for visitors to the project. Films and exhibits need to be prepared and programs devised for school children and adult visitors.

The work at St. Mary's City will continue for many years as the first capital of Maryland, the place where religious toleration was first practiced in this country, is preserved and presented for the understanding of those who come to visit.

## ACKNOWLEDGEMENTS

The consultants wish to express their appreciation to the many individuals and organizations who have contributed to the preparation of this plan and preliminary reports.

In particular, economic studies were prepared by Hammer, Greene, Siler Associates; aerial photography by John Houyoux of Air Photographics, Inc.; and soils analysis by John W. Hall, IV, of the U. S. Soil Conservation Service.

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The close working relationship between the consultants and the members and staff of the St. Mary's City Commission was especially valuable in the preparation of this plan.

Report Design: William Brower

Model Photos: Allen Photo Service, Inc.











